

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 30.20

(ESTABLISHED 1881.)

Copyright, 1912 by the Proprietor.

December 12th, 1912, Temperature a.m. 62, p.m. 68; Humidity...84, 60.

December 12th, 1911, Temperature a.m. 62, p.m. 63; Humidity...64, 74.

No. 8968

星期五十一月子壬

FRIDAY, DECEMBER 13, 1912.

五拜禮

號三十月二十年亥癸

896 冊第
Single Copy 10. Cent

TELEGRAMS.

OFFICER'S MURDER.

HOW IT OCCURRED.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Regarding the murder of Capt. Eckford, of the Indian Army, Reuter's Teheran correspondent says Captain Eckford, and Major Kettlewell, of the Central India Horse, while proceeding to Dastarja on a shooting expedition, accompanied by 26 sowars, were attacked by 300 tribesmen. Captain Eckford was killed. Some regimental mules were carried off, as well as a whole caravan of merchandise en route to Bushire.

It is stated that the party, who went shooting with the permission of the Governor-General, were within the region guarded by the gendarmerie. Major Kettlewell and party returned to Shiraz on Wednesday.

OFFICIAL COGNISANCE.

Later.
With reference to the attack near Shiraz, involving the death of Captain Eckford, Lord Crewe stated in the House of Lords that the Government were fully aware of the gravity of the occurrence and would in no wise neglect considerations of British credit and prestige which it involved.

ADMIRAL BRIDGEMAN.

WHY DID HE RESIGN?

London, December 12.
With reference to Mr. Churchill's statement in the House of Commons yesterday, in reply to persistent questions by Lord Charles Bessford, that the proposal for Vice-Admiral Bridgeman's retirement emanated from Mr. Churchill, but was solely due to ill-health, the "Daily News" says that it is notorious that Vice-Admiral Bridgeman retired after serious disputes with Mr. Churchill and at the latter's authoritative request. Admiral Bridgeman appears to have wished more money for the men with a view to securing recruits. It is unknown whether this was the only point of difference.

The "Daily Express" states that Admiral Bridgeman was ill during the summer but is completely recovered. He had been urging efficient manning. Mr. Churchill was understood to have replied that he had raised the wages and it was impossible to provide more money for further increasing them.

MR. CHURCHILL SPEAKS.

Later.
In the House of Commons, Mr. Churchill explained that Admiral Bridgeman had this year been continually struggling with ill-health and on several occasions he contemplated resigning. He (Mr. Churchill) having reached a definite conclusion on the matter, he was bound, with the concurrence of the Premier, to impart it to Admiral Bridgeman.

Mr. Churchill praised Admiral Bridgeman's capacity and zeal, but said he was unable to sustain the responsibilities of his great office. "There was no difference in view or policy at any time between us," added Mr. Churchill.

AUSTRIA AND RUSSIA.

THE TENSION CRITICAL.

London, December 12.
A St. Petersburg telegram states that prices on the Bourse are dropping daily.
There was a heavy fall on Wednesday owing to reports that the tension between Austria and Russia had become critical.

TELEGRAMS.

CHANNEL COLLISION.

THE "OSPREY" SAFE.

Reuter's
[Service to the "Telegraph."]
London, December 12.
The a.s. Osprey, which came into collision with H.M.S. Centurion, has arrived at Portland Bill.

A CORRECTED VERSION.

Later.

Wreckage found leaves scarcely a doubt that it was the Italian steamer Derna, with about 25 aboard, which was sunk by the Centurion.

A message from Reuter's correspondent at Hamburg states that the Derna left Memel on the 3rd inst. with a crew of 36.

MONEY AND CREDIT IN AUSTRALIA.

The Economist makes the following remarks on the financial situation in Australia:—

The monetary position continues to become more critical, the adverse factors now being supplemented by want of confidence. The advance in rates, the consequent depression of stocks, the continued outflow of gold, the uncertainty of the season, and the certainty that the volume of exports of produce will for the present fall off, all combine to exercise a depressing influence. But in addition, the thinking portion of the public views with alarm the profuse expenditure of the Commonwealth Government and the confiscatory legislation proposed by the New South Wales Labour Government. The Commonwealth Government is unceasingly making well-paid appointments, and procuring out money to pay for a system of day labour of at least an uneconomic description. Under the rule of the Caucus, there is no effective control of the public finances, the Treasurer (the Prime Minister) having merely to follow instructions when proposing anything of a financial character. The New South Wales Government, on its part, has created general alarm by the introduction of a Bill to reduce the rates of dividends payable by the Australian Gas Light Company and two other companies which were incorporated under royal charter in the early days of the colony. If the Bill becomes law, the rate is to be brought down to 4 per cent, all profit in excess of the amount required for dividend to be applied to the reduction of the price of gas. Yet the Government itself cannot at present borrow at 4 per cent, unless it allows brokerage, and even at that the sales of fresh stock are very small and inadequate to meet the requirements of the Treasury. The honest course would be to buy out Australian Gas Light Company on a reasonable basis, but the Labour Government, impelled by the more violent section of its supporters, is animated by the vindictive desire to make capital "sit up." It refuses to entertain a proposal that the company should be allowed to capitalise its premium capital and

TELEGRAMS.

IMPERIAL DEFENCE.

NEW ZEALAND IDEALS.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Reuter's correspondent at Wellington telegraphs that Mr. Allen, Minister for Defence, was entertained to a banquet by the citizens before he left for London. The speeches were most enthusiastic and indicated the readiness of New Zealand to take her full share in Imperial defence.

Mr. Allen said the ideal was that the southern dominions should keep open our trade routes. There was no reason why Canada, Australia, New Zealand, and even South Africa and India, should not unite in maintaining a Pacific Fleet. It was useless to build up a local navy for purely local purposes.

A telegram of congratulation was despatched to Mr. Borden.

MONEY AND CREDIT IN AUSTRALIA.

reserve fund, together amounting to £392,675 (the paid-up capital being £849,990), and to make the rate of dividend 5 per cent. It wants, in fact, to confiscate the amount named. The Bill passed its second reading last week, and will be dealt with this week in Committee. The counsel for the companies addressed the House during the debate, but Mr. Adrian Knox, K.C., representing the Australian Gas Light Company, was interrupted in his speech by the Speaker who ruled that counsel must confine himself to the business side of the question, and not to the policy of the measure. He also held that Mr. Knox could not be allowed to make comparisons between English and local legislation. As this embargo prevented Mr. Knox from fully stating his case, he did not proceed with his speech, for he said he could not usefully detain members of the House any longer. Mr. Wise, K.C., representing the North Shore Gas Company, however, met with much better treatment, and was allowed to say things not permitted to Mr. Knox.

The Speaker did not rule against him, although this counsel even went so far as to say that the measure in its present form offended against the old maxim, "Thou shalt not steal." Mr. Carmichael, in his reply, appeared to be more conciliatory, than in his opening speech, but though he held out hopes of amendment, did not make any definite statement as to what form such amendment would take. In Committee (he said) he was willing to consider any amendment that may be submitted. It is thought that the Bill will be amended to some extent, but it is very doubtful whether the drastic conditions as regards the dividends will be much alleviated. The Bill is popular with the consumers, who are keenly impressed with the prospect of cheaper gas, but forget the seriously prejudicial effect the confiscation of the large amount of shareholders' capital will have on the credit of the country. The Government, knowing that the Bill is popular, is apparently, going to disregard entirely the claims of the shareholders to possession of their own assets and to the profits which their enterprise and capital in the past has made possible. The position is deemed to be very serious in the minds of investors, for it is felt that unless the Bill be amended out of recognition in regard to the dividend clauses, the credit of the State must be seriously affected. But the step it proposes has gravely shaken confidence in Sydney, and Stock Exchange depression reigns there as well as at Melbourne. Transactions in stocks are few and far between at selling prices. At Melbourne Board of Works 3.1-2 per cent. have declined to 89.1-9-80.

TELEGRAMS.

BAVARIA.

PRINCE REGENT DEAD.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Reuter's correspondent at Munich telegraphs that the Prince Regent of Bavaria died at five o'clock this morning.
[Prince Leopold, Regent and heir presumptive of Bavaria, was born on March 12th, 1821, and was an uncle of the late King and the present King Otto. He was appointed Regent in 1886, and married on April 16th, 1841, the Archduchess Augusta of Austria-Tyrol, who died on April 26th, 1864.]

THE FAR EAST IN PARLIAMENT.

HOUSE OF COMMONS.

British Trade in China

(Nov. 11.) Mr. C. Bathurst asked the Secretary for Foreign Affairs whether in view of the monopoly granted to the Hongkong and Shanghai group for financial transactions with China, the Government would undertake that all British merchants and manufacturers should have an equal opportunity of tendering for all Chinese Imperial Government or Provincial Government contracts, and that the said financial group should be excluded, seeing that they were a monopoly, from making any condition in regard to the commercial side of the business.

Mr. Acland: The exclusive support by His Majesty's Government to the Hongkong and Shanghai Bank is in respect of finance only, and industrial contracts will be subject, as in the past, to open tender.

Mr. Bathurst: But the bulk of the money lent comes from either Great Britain or France, while the bulk of the commercial advantages passes to other countries. The Hague Opium Convention.

(12th.) Dr. Chapple asked the Secretary for Foreign Affairs whether the Government had ratified the Hague Opium Convention.

Sir E. Grey: The reply is in the negative. For the reasons of the delay in ratifying, I would refer the hon. member to Articles XXII and XXIII of the Convention. Except in the now unlikely event of all the Powers signing the Convention and supplementing a protocol before Dec. 31, 1912, ratification can in no case take place until after that date. He hoped to place the report of the British delegates to the International Opium Conference on the table in about a fortnight.

The F.M.S. Gift to the Navy.
(13th.) Mr. Page Croft asked the Secretary for the Colonies whether it had been decided by the Federated Malay States to offer a first-class armoured ship to the British Navy.

Mr. Harcourt: Yes, sir. (Loud cheers.) The right hon. gentleman then read the cablegram sent to him the previous day by the High Commissioner for the Federated Malay States and his (Mr. Harcourt's) reply.

Mr. Lee: Will this ship be considered in addition to and not in lieu of any ship already announced by the First Lord of the Admiralty as part of the programme of the Home Government? (Opposition cheers.)

TELEGRAMS.

THE RAILWAY STRIKE.

INQUIRY INTO CONVICTION.

Reuter's
[Service to the "Telegraph."]
London, December 12.
The inquiry into the conviction of the dismissed engine-driver Knox, whose dismissal led to the strike of the North Eastern Railway, is proceeding in public. It has been adjourned until to-morrow.

Mr. Harcourt: I can hardly express an opinion on that myself at this moment, but I should be sincerely glad if the House and the country could have such an opportunity, (Cheers.)

Mr. Lee: May I ask the First Lord of the Admiralty to reply to my question?

Mr. Churchill: Until I know more precisely what are the conditions under which the gift has been made I could not give an answer.

Mr. MacCallum Scott: Is the Federal Council a nominated Council, and is there any precedent—(Opposition cries of "Do you object?")—for taxing a Crown Colony for Imperial defence since the taxation of the American Colonies, which led to the revolution?

Mr. Harcourt: I should like to have notice, but I ought immediately to say that the Federated Malay States are not a Crown Colony. (Opposition cheers.)

British Share of the Chinese Loan.

(14th.) Mr. Norman Craig asked the Secretary for Foreign Affairs whether any agreement or working arrangement existed between the Hongkong and Shanghai Bank and any other bank or financial house or group which in any way affected the British share of the proposed Chinese reorganisation loan or the advances already made.

Sir E. Grey: I have repeatedly stated that the business in connection with the loan will be equally divided between the six groups who compose the Six-Power Consortium. I am unaware of any subsidiary agreement or arrangement between the Hongkong and Shanghai Bank and any other financial house.

Mr. Norman Craig asked whether under the agreement of 1910 between the Hongkong and Shanghai Bank and German, French, and American groups the signatory groups all received identical treatment.

Sir E. Grey: The answer is in the affirmative.

Mr. Norman Craig: May I ask if the right hon. gentleman is aware that, according to the statement made by the American bankers of the Six-Powers Group on Sept. 24, the loans comprising the reorganisation loan to China were to be spread over a period of five years, whether in view of the fact that the monopoly of Government support accorded to the Hongkong and Shanghai Bank will extend to the period of negotiation and issue of the reorganisation loan, he will state over what period it is now proposed that the loan should extend, and whether the settlement of this question was left to the Hongkong and Shanghai Bank and the other bankers of the group.

Sir E. Grey: I have seen the statement referred to, which rests on the assumption that the amount of the loan now being negotiated between China and the six groups will amount to £80,000,000, which was the amount originally suggested by the Chinese Government. The amount of the loan will depend on the requirements of the Chinese Government, and the period over which the loan is spread, which must necessarily be dependent on the amount of the loan. It is entirely a matter for arrangement between the Chinese Government and the groups.

TELEGRAMS.

HOME RULE.

BILL THROUGH COMMITTEE.

Reuter's
[Service to the "Telegraph."]
London, December 12.
The Home Rule Bill is now through the committee stage in the House of Commons. The remaining clauses were adopted after the "guillotine" had been applied.

Sir Rufus Isaacs denied that the object of the amendment to Clause 42 was to embarrass the Unionists by passing the Bill first, so that if an election followed and the Government were defeated the Unionists would be compelled to repeal the Act. The only object of the amendment was to facilitate the administration of Ireland.

THE PRICE OF TIN.

Views of Pusing Bahru Chairman.

Mr. W. A. Luning, Chairman of the Kinta Tin Mines, Ltd., Pusing Lama, Ltd., Pusing Bahru, Ltd., Siputeh, Ltd., Narborough, Ltd., and Vice-Chairman of Sungai Kruit, Ltd., recently granted a representative of the "Times of Malaya" a brief interview. Questioned as to the likelihood of the price of tin being maintained at its present high level, Mr. Luning said that it was not easy to express any very definite opinion but he had heard from a usually well informed source in London, just prior to his departure for Malaya, that the market had in view a price of £250 per ton during the course of the next few months, while some optimists in the metal market had even hazarded the opinion that the price of tin would go to £300 a ton.

"There is not the least doubt that the rise is mainly a question of the demand exceeding the supply and that the position is such that nothing can materially affect it for some time to come," said Mr. Luning. The prospects, too, of the production being augmented to any material extent are still as remote as ever—especially as the Nigerian promises have proved fiascoes. For a time, the price of tin was kept down by the stories of supplies from Northern Nigeria but these, as you know, have not been fulfilled and mining engineers and others qualified to speak have now come to the conclusion that tin from Northern Nigeria is not likely to affect the tin statistics.

Gopeng and Pusing Bahru.
"With regard to the Malaya mines, I have not seen many except our own, but what strikes me as surprising is the way the Chinese miner can go on turning the ground over and over again with apparent profit to himself. During my stay in Kinta, I have been over a portion of the ground that the new pipeline of the Kinta and Gopeng Consolidated Companies, and I must say that I am very much surprised at the amount of work Messrs. Osborne and Chappel, the Consulting Engineers, have already done. It is most gratifying. I think that there is little doubt that when this work is completed the Gopeng tinfield owned by the Companies concerned will come to be no longer looked upon as a mining venture but will be regarded as an industrial security."

"With regard to the Pusing group of mines, extensive developments are taking place and any one interested in the geological formation of the tin bearing lands in this part of Kinta might, with advantage and profit, visit Siputeh and examine the extraordinary formation now disclosed there. I may mention, in passing, that a circular will shortly be sent to the shareholders of Pusing Bahru with regard to an alteration of the system of work."

TELEGRAMS.

JARDINE, MATHESON'S.

ALLEGATIONS REFUTED.

Reuter's
[Service to the "Telegraph."]
London, December 12.
Replying to a series of questions in the House of Commons by Mr. Norman Craig, Unionist M.P. for the Isle of Thanet Division of Kent, Mr. Acland, Under-Secretary for Foreign Affairs, said it was alleged in 1910 that Messrs. Jardine, Matheson and Co., as Agents for the British and Chinese Corporation under agreements concerning the Nanking, Kowloon-Canton and Fukow Railways, and as representatives of manufacturers of railway material, had used their position unfairly and prejudicially to other British firms. The matter was carefully investigated and the explanations advanced were considered satisfactory. The firm which promoted the question intimated that they did not desire to press it.

Mr. Acland added that the question was revived in another form in 1911 with similar results.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Prince Regent of Bavaria is dead.

The Home Rule Bill has now passed through the Committee stage in the House of Commons.

The inquiry into the conviction of the engine-driver, which led to the railway strike, is proceeding in public.

It now appears that it was the Italian steamer Derna, with about 25 aboard, which was sunk by H.M.S. Centurion.

On reports of critical tension between Austria and Russia, prices on the St. Petersburg Bourse are dropping daily.

The circumstances of the murder of Captain Eckford, of the Indian Army, show that the party was attacked by 300 tribesmen.

Considerable controversy is going on at Home regarding Admiral Bridgeman's resignation and the circumstances surrounding it.

The New Zealand Minister of Defence, before leaving for London, declared that it would be useless to build up a local Navy for purely local purposes.

Allegations against Jardine, Matheson of using their position under Chinese railway agreements unfairly, have been dissipated in the Commons.

LOCAL.

Thirty-seven subscription griffins arrived to-day and are being drawn for this evening.

The collision case, which was heard in Admiralty Jurisdiction during the last few days, came to an end yesterday, judgment being reserved.

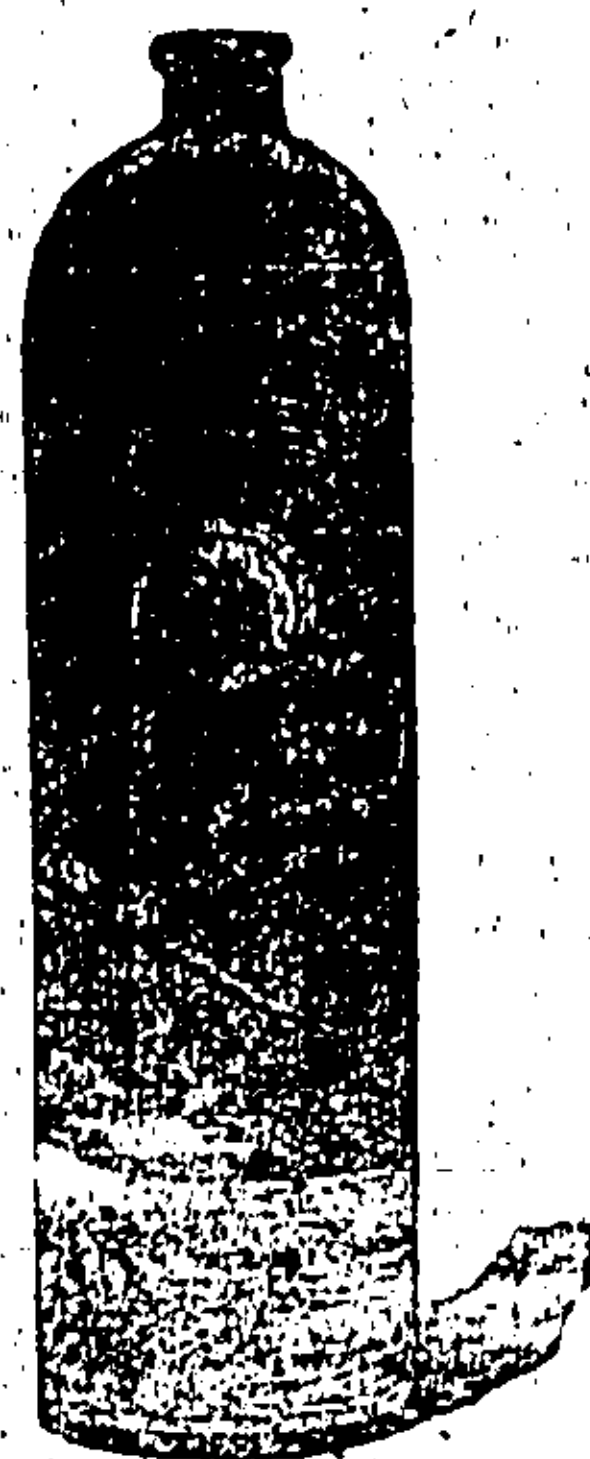
In a case where a man was sued for his dead brother's debts, a promise to be responsible for them being alleged, judgment was given for the plaintiff.

The action brought against Mr. H. W. D. Shillard, and the Peninsula and Oriental Steam Navigation Co., by a billiardman resulted in defendant's favour.

Notices



**FINEST OLD DUTCH
GIN & LIQUEURS.**



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts

INCLUDING DUTY.

SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MACLEWEN, FRICKEL & CO.,
4, DES VOEUX ROAD



1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. 143

**JUST ARRIVED
IN THE COLONY.
"THE OVERLAND"
1913 MODEL.**

150 OF THE 1913 MODEL ARE MANUFACTURED EVERY
24 HOURS. THINK OF IT—150 EVERY 24 HOURS.

ON VIEW AT THE

DRAGON CYCLE DEPOT.
(Prospective Buyers can try this Car free of charge.)

**WM. POWELL,
LTD.**

GENTS OUTFITTERS.
NEW STOCK OF

"SAXONE" BOOTS & SHOES

ROOTS
\$11.00



SHOES
10.00



POWELLS Sole Agents SAXONE SHOE Co.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO., LTD.
AUTOGENOUS WELDING.

repair of boilers and hulls, welding of cracks.

Renewing of corroded plates by addition of metal

Welding of broken pieces of any kind of metal

OFFICE: St. George's Building, 2nd Floor, Telephone 1088. 145

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all irregularities of the female system. It is a powerful purgative and is the only medicine that can be taken in the most delicate cases. It is the only medicine that can be taken in the most delicate cases. It is the only medicine that can be taken in the most delicate cases.

**MARTIN'S
APIOL-STEEL
PILLS**

**KUHN AND
Komor.**

Under HONGKONG HOTEL.
QUEEN'S ROAD.
Established 1867.

The Oldest Established Firm in
ART CURIOS.
INSPECTION INVITED.

Notices

**THE LEEDS FORGE CO.,
LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.
Pioneers in the Design and Manufacture of
PRESSED STEEL UNDERFRAMES and "BOGIES" and ALL-
STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in
Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.
OF HONGKONG, LTD.**

Agents,
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911. 42

THE WISE

Forward Their Parcels and Cases, etc.

BY THE

CHINA EXPRESS CO.

THE OTHERWISE

TAKE THE CONSEQUENCES.

Connections with the principal Express and Forwarding Agencies
throughout GREAT BRITAIN, THE COLONIES, AMERICA
and the CONTINENT of EUROPE.

PACKING AND WAREHOUSING,
BAGGAGE STORED or TRANSHIPPED.

Telephone No. 655. **CHINA EXPRESS CO.**, 3, Duddell Street,
(ESTABLISHED 1844)

Hotels.

HONGKONG HOTEL

A LA CARTE GRILL ROOM.

Now Open.

Hongkong, 20th April, 1911.

J. H. TAGGART,
Manager. 25

GRAND HOTEL.

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position; Large Airy Rooms; Hot, Cold and Shower Baths;
Electric Light and Fans Throughout; Large Comfortable Lounge; Private
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates for Married Families. On Application To:—
Tel. No. 197. **F. REICHMANN,**
PROPRIETOR. 62

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under
entirely New Management. Large and Comfortable Rooms, Excellent
Cuisine under the supervision of an experienced FRENCH CHEF,
and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.
For particulars and rates apply to PROPRIETORS.
Telephone, 170. Telegrams "Astor." 34

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 378.

H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. 55

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage
is ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. 132

J. T. SHAW,

FOR THE NEW SEASON.

Begs to notify the Public he has just received a very fine con-
signments of Gents Fine Foot Wear from the Leading English and
American Makers.

HIGH STANDARD OF QUALITY.

The footwear is remarkable for its sensible shapes, accurate fit,
high-grade materials and long wear. It is designed by experts
with such a nicety and on such correct principles that the boots
retain their shape to the last day of wear.

MATERIALS.

The leathers used are carefully selected from the best markets of
the world, and are durable and of light, firm texture specially suit-
able for the East.

HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

G. FALCONER & CO., LTD.

WATCHMAKER & JEWELLERS.

Have received a large section of fine ENGLISH DIA-
MOND JEWELLERY, RINGS, BROOCHES and
PENDANTS, set in PLATINUM and GOLD.

EXPANSO WATCH BRACELETS
SILVERWARE.

Notices

WE BEG TO ANNOUNCE



that we can now manufacture on our premises
the new Kryptok Invisable Bifocal Lens.

The old style of cement bifocals with their
disfiguring and annoying dividing line has
been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.

You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
no thin segments to lose off.

Call and inspect this line. We grind
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.



MANILA

OFFICES

78, ESCOLTA

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDBECK MACGREGOR & Co., Hongkong.

MACGREGOR'S

"V.O.S."

"PARLIAMENT BLEND"



AQUARIUS:

THE MINERAL WATER

PAR EXCELLENCE.

FOR SALE.

A LOT OF

GOLD WALTHAM WATCHES.

HTG., GOOD TIME-KEEPERS,

AT

BARBAIN PRICES.

In Order to Clear Stock.

GARRELS, BOERNER and Co.,
King's Building.

Hongkong, 29th November, 1912

ORDER EARLY

Your Christmas Cakes, Mince Pies, Plum
Puddings, Hams, Turkeys, Geese, Chickens, Joints &c.
Melton Mowbray, Pork Pies, Game, Beef and Mutton
Pies, All Cooked and Ready for table.

ALEXANDRA CAFE CO.,

16, DES VOEUX ROAD,
BAKERS, CONFECTIONERS & RESTAURATEURS.

OUR
CONTEMPORARIES.

Daily Press.

Imperial Defence.

It is gratifying to learn from
the telegrams of the last few days
that the two great parties in the
United Kingdom are equally keen
to give, in the Premier's words,
"formal and authoritative ex-
pression to the universal feeling
of warm appreciation which has
been aroused in the Mother
Country by the splendid patri-
otism and liberality of her fellow
citizens and fellow-subjects in the
Overseas Dominions." Mr.
Asquith has very properly de-
ferred this until the Canadian
Parliament has discussed the
proposals Mr. Borden has recently
laid before it. From the few
remarks made on occasion by
Sir Wilfrid Laurier, the Opposi-
tion leader in the Dominion
Parliament, it appears clear that
there is perfect unanimity of
opinion upon the broad prin-
ciple that the Dominions should
assist more substantially than they
have done hitherto in the naval
defence of the Empire, but as to
the method of doing this a differ-
ence of opinion certainly exists.
Sir Wilfrid Laurier and his
political friends would prefer to see
Canada moving, not on the lines
of New Zealand in this manner,
but on those of the Australian
Commonwealth. One of the
telegrams mentioned that Sir
Wilfrid Laurier said he was glad
to learn from the Admiralty
memorandum that there was no
"emergency" or immediate
danger. Consequently we assume
that he feels himself free to
criticise the form of the
proposed naval contribution.

South China Morning Post.

The British Worker To-day.

The frequency with which these
industrial crises arises causes many
men to ponder on the evils that
threaten the future of England.
During the past two years strike
has succeeded strike, far-reaching,
cruel in their effect, and while
workers have felt the gnawing
pangs of poverty they seem ready
to undergo the same experiences
in order to vindicate a chimerical
right or champion a political
cause. The mental and moral
constitution of the British
worker has changed very much
during the past few years. It is for
him to decide—the dominant dic-
tator of national policy—what the
commercial future of Great Brit-
tain shall be. To-day he but
faintly realises that perpetual
crises are putting back the "hands
of the clock." Their prosperity
and the country's development
are endangered because in wor-
shipping his pet god he is blind
to that altar of patriotism which
his fathers honoured.

China Mail.

China's First Year of
Republicanism.

China to-day, though perhaps
not materially, is certainly on a
higher plane of civilization than
ever she was before. If people
expected—many apparently did—
that China would, on the over-
throw of the Manchus, at once
show a complete westernlike
appearance in her institutions and
that the bad old ways of the East
would at once give place to the
good new ways of the West; doubt-
less they have been disappointed.
They will probably continue to
be disappointed for quite long a
time yet. Revolutions bring
about great and many changes
in their wake, but the
process is gradual and more
gradual in the Orient than else-
where. In fact, the progress that
has been made, just as the practi-
cally bloodless manner in which
the Revolution was accomplished,
may yet come to be looked upon
as among the most astounding
facts of modern history.
China is a vast country, and
though she cast aside her oppres-
sors with commendable vigour
once the attempt was really made,
she is nevertheless not likely to
cast aside her natural disposition
and adopt the policy of "hustle"
in place of her usual dignified
and more satisfactory methods of
progress.

Fillet Haddock, Kippers, Bloat-
ers, Smoked Fish, Fried Fish, and
Chipped Potatoes.
ALEXANDRA CAFE CO.

ONE CENT PER WORD
FOR EACH INSERTION.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA AND JAPAN.

WATSON'S E

VERY OLD LIQUEUR.

SCOTCH WHISKY.

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S 'E' has maintained
the reputation of the FINEST SCOTCH
WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

NOTICE TO SUBSCRIBERS.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order, "HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 13, 1912.

DEATH TO THE RATS.

Just over two months ago some notes appeared in our columns on an invention of strong interest to Hongkong. Briefly put, this is an apparatus intended to act as a fire extinguisher and fumigator aboard ship; intended, that is to say, alike to fight fires and to kill rats, and now to eradicate plague. The apparatus, indeed, was first perfected for the purpose of fire-extinguishing; its adaptation to the business of rat-killing came as an after-thought to the inventor, Dr. George Harker of Sydney. The principle involved is very simple. Rats and fires are alike in respect that they cannot live without oxygen, whilst plague cannot continue without rats. The device catches the fine gases taken from the uptake of steam boilers, which contain very little oxygen and these are poured into the hold. They rapidly exhaust the oxygen in the hold, with the result that all vermin are suffocated.

When we first mentioned the invention it was still in something like the experimental stage. It has now passed beyond that stage and may be accepted as of proved utility. A series of exhaustive experiments have been carried out at the Mare Island navy yard California, and at Sydney Harbour. The first were conducted by a board of naval officers and were eminently successful. So rapidly were rats, and other vermin, killed in the hold into which the gas was blown that the Government of the Commonwealth has authorised the adoption of this system for fumigation. For shipowners the device has this peculiar attraction—aside from its comparative cheapness—that it does not injure perishable cargo. In that respect it differs from sulphur which was formerly tried and was found as unfortunate in respect of the damage it did to cargo as it is efficacious in killing rats.

Is it not possible that, for Hongkong, this new invention has an interest quite apart from its value to shipping? It will be remembered that some time ago a select committee of the Sanitary Board was appointed to consider and report on what measures can be taken to prevent the breeding of rats in the storm water drains and sewers of the city. Might not this invention be considered? Professor Simpson contended that the proportion of infected drain rats was very much greater than the proportion of infected house rats. They are very nearly equal in numbers, yet not equal as regards infection so that the drain rat is considerably more dangerous than the house rat. It seems to us that consideration might be directed to the question of whether the Harker apparatus could be applied, or adapted in some way, to use in drains and disinfection generally. The cost would not be great, a few hundred pounds sterling—so that little would be lost even if the experiment were only a partial success; and it might very well prove such a boon as the Colony has long waited. Bear in mind, if there are no rats there will be no plague, and the absence of the rat-flea means no plague.

DAY BY DAY.

Souls die for lack of nourishment, just as bodies do.

Government House Ball.
An official ball took place at Government House last night.

The Haimum.
The Haimum went into dock to-day for overhaul. She will not make her usual run to Swatow on Sunday.

Returned to the Colony.
Among the passengers who returned to the Colony by the a.s. Kleist to-day were Mrs. Badley and Mr. A. S. Gubbay.

Dead Body.
The body of a man aged 75 years has been found in a boat at Causeway Bay. Death was apparently due to natural causes.

Lottery Tickets.
At the Police Court, this morning a Chinese was remanded by Mr. Hazeland, on a charge of being in unlawful possession of lottery tickets at West Point.

Unlawful Possession.
Mr. Hazeland, fined a Chinese \$15 or in default one month at the Police Court this morning, for being in unlawful possession of a metal smoking pipe, at West Point.

Gamblers Fined.
A woman who kept a gambling house at West Point was fined \$50, and eight women gamblers were fined \$3 each, by Mr. Hazeland, at the Police Court, this morning.

Snatching.
A man charged on two counts with snatching, defended by Mr. Harding, was found guilty on one count only by Mr. C. D. Melbourne, this morning, and sent to gaol for six months' imprisonment and four hours' stocks.

Griffins Arrive.
The thirty-seven subscription griffins that were expected to arrive in the harbour yesterday, arrived to-day by the s.s. Kwong Sang, and were landed this morning at Messrs Jardine, Matheson and Co.'s Wharf. The drawing takes place this evening at Kennedy's Horse Repository at 4.30 o'clock.

Dock Busy.
We have been informed that every dock and slip at the Hongkong and Whampoa Docks was filled up this morning. The U.S.S. Wilmington and another U.S. gunboat were lying alongside with a Chinese river gunboat, two Canton steamers, and two merchant vessels waiting their turn to enter. Another boat was also being towed to the docks.

Appointed to Hongkong.
Mr. Frederick W. Taylor, charman of smiths, Pembroke, and assistant-overseer of smiths, Newcastle, has been appointed inspector of smiths, Hongkong, with effect from 15th ult. Mr. W. Trueman, from Gibraltar, has been appointed leading recorder at Hongkong Dockyard. He held a similar appointment on "The Rock."

Alleged Highway Robbery.
A man has been arrested by the police in connection with an alleged highway robbery at Shaui-kiwan. It is reported by the man who stated that he was robbed, that as he was walking along Shaui-kiwan Road in the direction of Quarry Bay, and passing the cablehouse west of the Belle View Hotel, a Chinese who was walking behind him attacked him, with some instrument inflicting a blow on the head. He also pushed him down to the ground and stole his cap and umbrella.

DEATH OF MR. E. C. SPURGE.

Details have come to hand of the death of Mr. Edward Charles Spurge, of Niagara Falls, brother of Mr. H. S. Spurge, of Messrs. A. S. Watson and Co. It appears that while he was experimenting for the purpose of preparing a paper to be read at a gathering of scientists, he accidentally inhaled the fumes of hydrocyanic acid, one of the most deadly poisons known. Mr. Spurge then appeared to have gone out into the open air, his body being found some distance from the laboratory door.

The deceased gentleman, who was forty years of age, was only married on August 30, to Mrs. Louise Taylor-Fox.

UNFOUNDED RUMOURS.

Questions in Parliament as to Jardine, Matheson, & Co. Ltd.

"It will be seen from our telegram columns that questions have been asked in the House of Commons concerning the well-known house of Jardine, Matheson & Co. Ltd., in its connection with the Shanghai Banking, Kowloon-Canton, and Pukow Railways. In replying to these questions Mr. Acland was able to point out that the matter had been raised—and settled—last year. This being so, it is not easy to understand why the time of the House should have been wasted by returning to an already exploded fable.

Briefly, it was alleged, two years ago, and again last year, that Messrs. Jardine, Matheson & Co. as agents for the British and Chinese Corporation, and as representatives of certain firms of railway material manufacturers, had abused their position, to the detriment of other British firms; yet, when the public began to show some interest in the case, the firm which had agitated for an enquiry, stated that it had no wish to prosecute it.

Which particular firm this was, we have not been able to discover; but we gather that jealousy of Messrs. Jardine, Matheson & Co. has been rife in a variety of directions.

"The whole thing has been the work of a few disappointed tenderers, principally in Shanghai," said the Hon. Mr. C. H. Ross, when consulted this morning. "The contracts in question were put up to public tender by the Chinese Managing Director in Shanghai or by the consulting engineers in London, and Jardine's had nothing whatever to say as to which were accepted. Usually a large number of firms tendered and, we were sometimes successful, but not to anything like the extent generally imagined. A petition was sent by some disappointed tenderers to the British Minister in Peking, complaining that they had been unfairly treated; the matter was thoroughly gone into, and I believe Sir John Jordan was satisfied that there was not a shadow of ground for any accusation against us."

A TRADE REVIEW.

Hongkong's Figures.

With the year 1912 now rapidly drawing to close, it is interesting, says the "London and China Express," to inquire what is likely to be the aggregate result of the year's trading. We find a valuable indication of the state of the vast commercial exchange between the United Kingdom and the countries of the Far East in the detailed figures for the first three quarters of the year just issued by the Board of Trade.

Thus, as regards China, we learn that our imports from that country aggregated some \$3,500,000, a decline of, roughly, \$300,000 on the figures for the corresponding period of 1911, and of over \$700,000 compared with 1910. Again, exports to China (nearly \$8,000,000) show a falling off of as much as £1,350,000 from last year's total, though there is a considerable increase compared with 1910. We may, perhaps, see in these figures the inevitable immediate effect of the political disturbances, and express some surprise even that the decline is comparatively so small, whilst anticipating with satisfaction a considerable improvement in the near future on anything yet seen, if only political affairs continue their progress towards stability and genuine reform. As regards the entrepot of Hongkong, our imports rose \$30,000 to \$815,000, and exports of British goods for that destination advanced by \$440,000 to \$2,500,000.

SENSATIONAL RUMOURS.

Rumours are abroad concerning a business man, who is well known, both in the colony, and Canton. It is stated that he has mysteriously disappeared.

Several friends of the missing man said to-day that they have known that he was in financial difficulties, owing to various misunderstandings with contractors.

THE BOYCOTT.

Remarkable Series of Letters Threatening Life.

We have been informed that a Chinese employed by a wealthy Chinese combination has received a letter, stating that if he did not desist from influencing people to ride on the tram cars, his life was in danger—he would be stabbed. The employees of the particular combination referred to have, it is said, been doing their utmost to influence Chinese to use the tramcars, and have pointed out to them the folly of any attempted boycott of a British enterprise in this Colony.

The letter, we learn, has been forwarded to the Registrar General, who is attending to the matter and is investigating inquiries with the hope of tracing those concerned in the threat.

The Hon. Mr. E. R. Hallifax, Registrar General, interviewed by "The Telegraph" representative on the matter, said that he had received such a letter; in fact, he said, several anonymous letters had been sent to different people in the Colony threatening them if they did not assist in the boycotting of the trams. These letters, he added, were sent out by the same people who published the posters. He admitted that the last of the boycott had not been heard, but he was very hopeful and said that he believed that it would not be long before all difficulties would come to an end.

DEAD BROTHER'S DEBTS.

Poultry Dealers' Successful Action.

This morning in the Summary Court Mr. Justice Gompertz gave judgment in the case in which the Hing Loong, of No. 5 Western Market, poultry dealers, proceeded against Cheng Hing, trading as the Tui Hop, 78, Bonham Strand, to recover the sum of \$382.14, being the balance due for goods alleged to be sold and delivered.

Mr. Orave, of Messrs. Hastings and Hastings, appeared for the plaintiff and Mr. J. H. Gardiner for the defendant.

It transpired at the hearing of the case that the business belonging to the defendant originally belonged to his deceased brother on whose death the defendant took over the business. There were some debts owing by the brother, including one to the plaintiff, and the defendant was said to have promised the plaintiff that he would be responsible for his brother's debts if plaintiff would continue to supply him.

At the conclusion of the hearing his Lordship reserved judgment and to-day announced his decision in favour of the plaintiff.

THE AVIATION MEETING.

All arrangements have been concluded for the well-known visitor, Mr. Kouzminsky's flights at Shatin on Saturday and Sunday next. The co-operation of the railway has been secured, and trains will run every half hour from Kowloon from noon until half past three on both afternoons. This will make it easy for intending spectators to reach the aviation grounds.

Mr. Kouzminsky, in an interview with our representative said to-day that, weather permitting, he hoped to make far more sensational flights than he did at Macao, and that he might be able to make more than one flight on each afternoon. He has had his motor tuned up and reports that the Bleriot is in first class condition.

The aviator's idea of having a flag red on the ferry stations if the weather permits him to fly, and yellow if he has to postpone his exhibition, is a good one.

TWO CLAIMS.

This morning in the Summary Court the Dairy Farm Co. proceeded against the Kam Kee to recover an amount due for goods sold and delivered. The case was proved by Mr. Jack, the accountant; and Mr. Denny, who appeared for the plaintiff firm, obtained judgment for the amount claimed.

Mr. Leo D'Almada, a Castro, who appeared for the Po Sang Wo, obtained judgment for \$387.46 for goods sold and delivered against the same defendant.

ALLEGED CRIMINAL LIBEL.

Big Police Court Case to be Heard.

At the Police Court, this afternoon, Mr. Lewis, addressing Mr. C. D. Melbourne, said he was concerned in a case of alleged criminal libel, the parties being Patell and Talati, complainants, and Tata and Ollia defendants. He understood Mr. Hazeland could not take the case until some time in January. He was anxious to get the case heard at an early date.

His Worship:—Will it take half an hour?

Mr. Lewis:—It will take a long time, your Worship; there is counsel on either side. Mr. Brutton is for the complainants and I represent the defendants. I will want a couple of afternoons.

His Worship:—The only free afternoon I have is to-morrow.

Mr. Lewis said he was afraid it would not do.

After a long discussion as to convenient dates for hearing, it was eventually decided to hear the case on the 2nd, 3rd, 6th and 7th of January.

COLLISION SEQUEL.

Sitting in Admiralty Jurisdiction, with Commander C. W. Book with, R. N., as assessor, yesterday the Chief Justice Mr. W. Rees Davies, K. C., continued the hearing of two consolidated actions arising out of a collision which occurred on May 2, 1912, off the Waglan Lighthouse, between the s.s. Loong Sang, owned by the Indo-China Steam Navigation Co., and a fishing junk belonging to Yeung Hing Hi of 26 Main St., Aberdeen.

The claim was by the latter for \$400 for damages alleged to have been caused by the collision, and in a cross summons, the owners of the steamship claimed \$350 for damages.

Mr. Eldon Potter, instructed by Mr. F. X. D'Almada a Castro, appeared for the plaintiff, and Mr. M. W. Slade, K. C., instructed by Mr. W. Davidson, of Messrs. Hastings and Hastings, was for the defence.

Mr. Slade addressing the court in the afternoon urged that there were no lights on the junk. With reference to the light at the stern, the plaintiff had said the light was on a post five feet from the stern, standing in a hole bored in the planks of the deck, with a socket for the end of the post. To verify that they had sent a man down to see the junk but had found no hole or socket. Judgment was reserved.

"AMPLE EVIDENCE."

The Chinese detective who stands charged with obtaining money from a carpenter at Yau-mati, by means of menaces, again appeared before Mr. C. D. Melbourne, at the Police Court, this afternoon.

Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the prosecution and Mr. Lewis, of Messrs. Johnson, Stokes and Master, defended.

At a previous hearing Mr. Brutton intimated that he was prepared to withdraw the charge, and Mr. Lewis said in that case he would have to apply for compensation for the prosecution of his client. Mr. Brutton then said that sooner than submit to that he would proceed with the case as he had ample evidence to get the defendant convicted. It was therewith decided to go on with the case.

Further evidence was being taken when we went to press.

CLAIM FAILS.

The case in which Ling Oi Ting sued Mr. H. W. D. Shallard, superintendent of the P. and O., Hongkong, the P. and O. Steam Navigation Co., and Inspector Kerr, to recover damages for wrongful imprisonment ended yesterday, after we had gone to press, in favour of the defendants.

It transpired that Inspector Kerr did not charge the plaintiff at the Police Station; in fact it was done by Sergeant Wille. The plaintiff therefore failed on this point also, as well on the others.

NOTES AND COMMENTS.

Jardine's Vindicated.

The telegram which appears on Page 1 dispelling allegations which appear to have been fairly insistently made at Home to the effect that Messrs. Jardine, Matheson and Co. Ltd. as agents for the British and Chinese Corporation under Chinese railway agreements, and as representatives of manufacturers of railway materials, have used their position unfairly and prejudicially to other British firms, will be read with deep interest and satisfaction. "The Princely House" has for many a long year enjoyed an enviable reputation in the Far East, and has done probably more than any other firm in maintaining the integrity and soundness of British trade in the Orient.

Amplified Vindicated.

But however high a position a firm or individual may occupy, there are always to be found those, who, having nothing to lose themselves, are ever ready to fling mud and to say nasty things. In this instance the most careful investigations have been made, and the ungenerous suggestions made have been shown to be entirely without foundation. It would be interesting to know the name of the firm or firms which promoted the question; but, whoever they are, they appear to have "bucked at the hurdle." While regretting that the innuendoes should ever have been made, we rejoice that "Jardine's" have come so well out of the matter, and that they have been vindicated on the floor of the House of Commons.

Shipping Rumours.

We are probably not more inquisitive than our neighbours, but we really should like to know who the people are who spread rumours—some feasible enough on the surface, others palpably and idiotically impossible—as to various alleged shipping companies, sales, break-ups etc. During the past few months a very considerable portion of our space has had to be devoted to denials and explanations of these rumours; rumours that, at one time or other, have hung round nearly every big shipping firm represented in Hongkong: the B.L. & O., N.Y.K., T.K.K., Holt's, the Pacific Mail—one after another has been a subject for gossip, almost invariably groundless. The latest denial was contained in our wire of yesterday, which gave Sir Thomas Sutherland's remarks concerning the Pand O. It would be interesting to know where these canards were hatched.

George Gissing.

To judge from the Home papers, the general revival of interest which was inevitable where such a man as the late George Gissing is concerned, has already begun, though the great novelist has not yet been dead ten years. We say "great" because Gissing is one of the half dozen characters in the history of the world's literature who must be judged, not so much according to what he did as according to what he so easily might have done. Scarcely a more tragic figure exists in British literary history than this man who, through absence of grit, or else through a peculiar super-sensitiveness, was content to write pot-boilers and remain in the background, instead of making a big effort to get to the top of the tree—a position to his which genius could have raised him. He died at the age of forty-six, acknowledging himself beaten in the struggle; owing that he had given his life to the work that he must do, rather than to that which he longed to do. Of that greater work, of which his intimates always knew him to be capable, his unfinished "Veranilda" may be taken as the type; but there are other books of his which will probably now meet with the recognition they deserve—now that it is too late for him to profit thereby.

Singapore Official to be Married.

A marriage has been arranged, and will shortly take place, between Mr. Herbert Athill Stallwood, of the Public Works Department, Singapore, son of Mr. S. Slingsby Stallwood, F.S.A., of Reading, and Mildred, daughter of the late Lieutenant Colonel J. W. Davill, 105th Madras Light Infantry.

BOXING.

Forthcoming Events.

Though Jack Cordell is the star turn at the Championship contests arranged by Hughie Macintosh for Saturday evening, at the Skating Rink, he is not the only man worth seeing in the square circle. Iron Bux is a capable exponent of the fistic art and it is expected that Joe Dean will make him travel along briskly after they "shako" on Saturday night. Dean put up a good fight with Stoker Scott at the promoter's last contest, and if he reproduces the gameness that he did on that occasion, Bux looks like being a "receiver".

The Williams-Worthington "brawl" also promises to be interesting since Williams is among the front rank of local boxers. J. Waterman, who challenged Bill Lewis some years ago, now puts sticks up to Wilkes, K.O.Y.L.I., who won the Regimental Contest at Murray Barracks, and after being complimented by one of the judges for putting up a good fight and a very clean one, was presented with a memento by the officers of the K.O.Y.L.I. This fight should be a good one too. It is regrettable that Potter, who is in hospital, will not be able to enter the ring. Pte Smith of The Duke of Cornwall's Light Infantry, who comes here with a brilliant record, having won the feather weight championship at Malta, and also the feather weight championship fought on the troops' ship aboard which there were over two thousand troops, including the hot stuff in the South Welsh Borders, takes Potter's place.

Patrons of the sport will be sure to see some good boxing and the figure that Cordell himself will cut in the ring will be worth the money asked, to see. Those who have not seen Cordell stripped and at work, should do so whilst the opportunity presents itself. He is a picture of physical perfection and is also what the Colony has not seen for some considerable time—a two handed fighter. He knows all the tricks of the game but does not look upon matches as certainties. No, Cordell leaves nothing to chance, and the men who are billed to meet him will come "a purser" if they don't keep his mits away from them. It is up to Kerrison and Yoro to look for any chances.

Potter will be out of hospital, we are informed, and ready to meet Bux in the championship bout that Mr. Macintosh has arranged for January 4th. This date should be kept vacant in the diary of local sportsmen until they find something better than this contest to enter. They are hardly "like to fill the date better than by booking a ring-side seat for the meet.

A LENGTHY LETTER.

A Chinese charged before Mr. Hazeland, at the Police Court, this morning, with kidnapping, applied to his Worship for a three weeks' remand as he wanted to write a letter to his friends to bail him out.

His Worship, in remanding the case for a week, said the defendant could write a letter in good to-day.

THE CHEUNG CHAU PIRACY.

The three women and a man who are charged with being concerned in the Cheung Chau piracy attack, were arraigned before Mr. Hazeland, at the Police Court, this morning.

Inspector Watt, on behalf of the Captain Superintendent of Police, asked for the charge against one of the women to be withdrawn. He also applied for a formal remand.

His Worship:—The first date I have is after Christmas. They are not defended?—No, your Worship.

Perhaps Mr. Melbourne can give a better date?—There is no immediate hurry, your Worship. I would rather have a formal remand.

Well, you had better fix a date. How long will it take?—At least two days.

How many witnesses are there?—I have about fifteen altogether. The old woman is discharged. There will be a week's remand and then I will take it on Friday the 27th, in the afternoon.

THE HUNGHOM MURDER

The two Chinese, Wong Yut Kwong and Mok Fat, who stood charged with the murder of an Indian watchman at the Kowloon Engineering Works, represented by Mr. Otto Kong Sing and Mr. J. H. Gardiner respectively, were again brought before Mr. Hazeland, at the Police Court, this morning.

Inspector O'Sullivan stated that the Crown Solicitor wished to withdraw the charge against the second defendant.

His Worship thereupon dismissed Mok Fat and remanded the other defendant until Thursday at 2-15 p.m.

PAID AGITATORS.

Industrial unrest, if it cannot be said to be assuming exactly a new form, is at any rate extending its activities in such manner as may prove extremely inconvenient to the agitators who live on the workers' grievances, says the "Globe." A proposal has been put forward, at the conference of the South Wales Miners' Federation, held at Cardiff, that the salaries of the agents should be reduced to £3 a week. One delegate pointed out quite fairly that many of these gentlemen were not worth more than that figure, while there were many others who by virtue of their position were enabled to make an extremely comfortable income by writing for the newspapers incidentally, we might add, undercutting the regular journalist. The raising of the whole question of the payment of the professional agitator is significant in showing that the individual working-man is getting more than a little tired of being exploited by a class of no particular talent. The labouring classes have already found out that their Parliamentary representatives are useless from any practical point of view; they are now beginning to discover that their "agents," who have grown fat on the workers' earnings are equally useless except for clerical work, and that they should be paid in proportion to their worth.

AMERICA'S LACK OF SHIPPING.

Dr. Woodrow Wilson's Lament.

It is a tradition in America, says the "Daily Telegraph" correspondent, that Democrats "are strong for the mercantile marine," and people who take this view are quoted Dr. Wilson's address upon that topic with keen approval. The average American, Republican and Democrat alike, is mortified at the present condition of the American mercantile navy.

While discussing the merchant service at Philadelphia recently, Dr. Wilson spoke of a friend of his who travelled as far as Australia to see the American flag on the high seas. The first one he saw was on the private yacht of Mr. James Gordon Bennett. "Mr. Bennett," continued the candidate, "can afford the luxury of flying the flag, but American merchants cannot, and we have now put our foreign trade in the hands of carriers who have determined the routes and who select as their ports of entry the very ports in which they have established their own commercial supremacy.

"In the meantime we are spending millions upon millions to dig a great ditch through the Isthmus. What for? There are no American ships to go through that canal, except coastwise trading vessels. These same English, German, and French ships will use that method of communication, so that the western coast of South America will be as near Europe as the eastern coast of South America is now, and the South-American trade, which ought to belong to us, will be more and more enveloped in the processes of European commerce."

Dr. Wilson's plan to rehabilitate the American mercantile marine has not been developed. It is rather a ticklish topic, because Americans generally are convinced that they can invest their money more profitably on land than on sea, and competition with England and Germany in building, manning, and maintaining merchant vessels seems at present impossible.

COMPANY MEETING.

Eastern Extension Telegraph Company.

The 78th half-yearly ordinary general meeting of the Eastern Extension Australasia and China Telegraph Company, Limited, was held on the 12th ult., Sir John Wolfe Barry (Chairman) presiding.

In the customary statement the Chairman said:—I think I may congratulate the shareholders on our being able to present a satisfactory report. The gross receipts for the half-year under review amounted, in round numbers, to £387,000, against £329,000 for the corresponding period of 1911, showing an increase of £58,000. This satisfactory result is due to a growth of commercial traffic all over the company's system, and it is gratifying to find that this growth has continued since the close of the half-year. Turning to expenditure, working and other ordinary expenses during the same period amounted, in round numbers, to £168,000 against £151,000 for the corresponding period of 1911, showing an increase of £15,000, of which nearly £12,000 is accounted for by the heavier cable repairs carried out during the past half-year than in the corresponding period of 1911, and to debiting revenue with the cost of relay and other improved apparatus. The remainder of the increase is due to increased staff, salaries, and other incidental charges. The net profits for the half-year were, roundly, £182,000, and after adding £23,000 brought forward from the previous half-year, there remained a balance available of £206,000. The usual quarterly interim dividends of 2s. 6d. per share, or at the rate of 5 per cent. per annum, have been paid for the past half-year, and after making the usual provision out of revenue for the maintenance of ships, insurance, and depreciation funds, and adding £75,000 to the general reserve fund, the balance carried forward amounted to £256,000, or, roundly, £5,000 more than for the same period of 1911.

In view of the increase in the volume of traffic between Europe and the company's system east of India, and also in our local traffic, due to commercial activity, and the continuous policy of the company of lowering our tariffs when we were able to do so without injustice to our shareholders, the directors have in contemplation the strengthening of our cable capacity in the Far East. The Eastern Telegraph Company have also under consideration important cable improvements west of India. The two proposals will thus form a strengthening of the companies' communication, but, of course, they will be expensive. Owing, however, to the existence of our reserve funds, and the growth of our traffic, we can contemplate the necessary expenditure, which will occupy some two years or more, without any interference with the stability of our ordinary dividend and bonus. The vacancy on the directorate occasioned by the death of the Marquis of Tweeddale has been filled by the appointment of the Right Hon. Lord Incheape, who has now a seat on our Board. I now move the adoption of the report and accounts.

Mr. Francis Augustus Boyan seconded the motion.

The Chairman, in reply to a question, stated that the experience they had had of wireless telegraphy had done their traffics no harm whatever. How far the increased development of putting up Government stations would affect them it was impossible to say, but he did not think they need fear the competition. So long as the cables could give rapid and a trustworthy mode of telegraphic communication, free from all interference, and free from all tampering or tapping, with the certainty of a good service, he thought the cable companies would always hold their own.

The resolution was then carried unanimously, and a hearty vote of thanks to the chairman, directors, and staff terminated the proceedings.

IMPERIO DEL MUNDO
"CABINET."

THE FIVE FINEST BRANDS

OF

Manila Cigars tastefully assorted
in Box of 50 Cigars.

SUITABLE AS A PRESENT.

KRUSE & CO.

MR. JOSEPH CONRAD'S VISION.

Constantinople as an Independent City.

How long the last Asiatic phase of the history of the Turks—Sultanate of Damascus or Caliphate of Baghdad—may last no one can say. That its European chapter is closed few only can doubt. But nobody will deny that a fierce scramble for Constantinople amongst the victors would be a most unseemly and disturbing complication.

So writes Joseph Conrad in a letter to the "Times" on the future of Constantinople.

The Serbs and Bulgars have no definite historical claim to advance, says Mr. Conrad. Greece has that, of course. But it must go very far back, to Byzantium—the old and obscure colony. And really I cannot imagine this most democratic of kingdoms desiring a capital other than Athens—the very cradle of democracy, matchless in the wonders of its life and the vicissitudes of its history.

The Constantinople of which I think is not the Greek colony. It is the Imperial and symbolic city, one of the refuges of European civilisation and the fit object of Europe's care. It should rest at last under the joint guarantee of all the Powers, after its infinitely varied, stormy and tragic existence of august dominion, desperate wars, and abject slavery. It should find a dignified peace as an independent city, with a small territory, governed by an elected Senate (in which all the races of its population would be represented) and by—I won't call him its Burgomaster—let us say its Patriarch, as the executive head.

The Balkan Powers might be co-jointly entrusted with his nomination. This would to a certain extent secure the share of Slavonic influence, since in the Senate the Greeks, I imagine, would predominate.

Trincomalee as a Naval Base. No further information has come to hand regarding the statement that it is the intention of the Admiralty to restore Trincomalee, Ceylon, to its former status as a naval base in the East. Its abandonment and the dismantling of its work was strongly condemned by both naval and military experts five years ago.

Hongkong R.G.A. Officer for Shoeburyness

Captain D. Clapham, lately serving with No. 88 Company, Royal Garrison Artillery, at Hongkong, is to be attached to the Royal Garrison Artillery at Shoeburyness from Dec. 1 until Feb. 30, when he will take up duty as Instructor in Gunnery, 1st Class, at the School of Gunnery, in succession to Captain R. H. Galwey.

R.G.A. Officer.

Capt H. L. Holme, R.G.A., has been selected for service with the Legion Guard at Peking. Capt. P. H. H. Preston, R.G.A., from attached to Mountain Artillery at Jutogh, has been appointed to No. 6 Mountain Battery at Ambala. He is succeeded as an attached officer, at Jutogh, by Capt. C. H. Barker, No. 80 Co. R.G.A., Singapore.

The Late Col. Bateman, A. P. D.

Colonel H. W. Bateman, late of the 31st (East Surrey) Regiment and the Army Pay Department, has died in London. In 1892 he was engaged in the operation against the Taiping rebels in China. He was specially employed as assistant engineer on the survey of the country round Shanghai during the winter of 1862-3, and served also in other capacities. Admiral Sir Frederick Richards. Eloquent tribute to the services and character of the late Admiral of the Fleet Sir Frederick Richards was paid at a meeting of the Royal United Service Institution on 13th inst., and it was resolved to provide a memorial to him. To this the King has promised a subscription. It will be recalled that Sir Frederick was Commander-in-Chief on the China Station from 1890 to 1892.

DON'T FORGET.

To-night.
"The Boatman's Mate" Theatre Royal.
Saturday, Dec. 14.
Aviation Exhibition at Shatin.
"The Boatman's Mate" Theatre Royal, 9 p.m.
Sunday, Dec. 15.
Aviation Exhibition at Shatin.
Tuesday, Dec. 17.
"An Ideal Husband" Theatre Royal.
Thursday, Dec. 19.
"An Ideal Husband" Theatre Royal.
Friday, Dec. 20.
Service for Men. St. John's Cathedral 9.15 p.m.
Saturday, Dec. 21.
"An Ideal Husband" Theatre Royal.

To-day's Advertisements

FROM EUROPE.

THE H. A. L. Steamship

"GAMBIA."

Captain F. Burh, having arrived, consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godown, where they will be examined on the 19th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex S.S. "August" from Seattle.
"Sneek" from Selabul.
"Earl" from Abas.
"Trollborg" from Abas.
"Norge" from Göteborg.
"Tasnege" from Copenhagen.
"Kong Ring" from Christiania.

HAMBURG-AMERIKA LINIE.
Hongkong, 13th Dec., 1912. (391)

DAIRY FARM NEWS.

So you are tired reading our Charles Lamb Roast Pig Ad. Eh? All right here is another.

REAL GERMAN SAUSAGE.

Nine different kinds now ready.

SCHINKENWURST	LEBERWURST
MORTEDELLA	WINNER
ZUNCANWURST	FRANKFURTER
BLUTWURST	BRESLAUER
KNOBLAUCHWURST.	

You succeed in business in direct proportion as you love that business—and know how. We all love German Sausage and WE know how to make them.

Freshly prepared—under expert supervision—from GOOD, CLEAN, WHOLESOME food stuffs.

When you tire of this lot, we will have more from which you may select. A different variety for each day in the month.

TELEPHONE AT ONCE

TO

HONGKONG, 636

and ask for

MOUNIE'S BRANDY.

LIQUEUR.

GARNER, QUELCH & CO.

LANE, CRAWFORD & CO.

A LARGE STOCK OF

LADIES' and


GENTLEMEN'S

GLOVES

FOR ALL OCCASIONS.

A PAIR OF GLOVES MAKES AN ACCEPTABLE GIFT.

LANE, CRAWFORD & CO.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavour.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED,
Largest Scotch Whisky Distillers in the World.
EDINBURGH, SCOTLAND.

GANDE, PRICE & CO., LTD.

Wine Merchants.

12, Queen's Road Central, Hongkong.

Hongkong 15th November 1912

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.
ROYAL MAIL STEAMSHIP LINE.
"EMPERESS LINE."

Sailings from Hongkong and St. John, M. B.			
"Montesque"	Satur. Dec. 14	"E. of Britain"	Fri. Jan. 10
"E. of India"	Jan. 11	"E. of Ireland"	Feb. 7
"E. of Japan"	Feb. 8	"E. of Ireland"	Mar. 7

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier.)

INDO-CHINA STEAM
NAVIGATION CO., LTD.

1. (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On

MANILA	LOONGSANG	Saturday, 14th Dec., 2 P.M.
SHANGHAI, KOBÉ & MOJI	KUTSANG	Saturday, 14th Dec., daylight
MANILA	YUENSANG	Saturday, 21st Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	YATSHING	Wednesday, 18th Dec., Noon
BANDAKAN	MAUSANG	Tuesday, 19th Dec., 4 P.M.
SHANGHAI	KWONGSANG	Tuesday, 17th Dec., Noon
S'PORE, SOURABAYA & BANGALORE	FAUSANG	Saturday, 14th Dec., Noon
SHANGHAI via SWATOW	LIENSING	Tuesday 17th Dec. daylight

RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Liansing" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei, Tsingtau & Newchwang.
† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers	DATE OF DEPARTURE
LONDON & ANTWERP	DENBIGHSHIRE	24th Dec.
LONDON & ROTTERDAM	MONMOUTHSHIRE	18th Jan.
SHANGHAI, KOBÉ & YOKOHAMA	CARMARTHENSHIRE	14th Jan.
SHANGHAI, KOBÉ & YOKOHAMA	PEMBROKESHIRE	14th Feb.
LONDON & ANTWERP	PEMBROKESHIRE	14th Feb.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.
AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG
FRIDAY, 13th DECEMBER.
10.00 p.m. "FATSHAN." 5.00 p.m. "HONAM."
SATURDAY, 14th DECEMBER.
8.00 a.m. "HONAM." 8.00 a.m. "KINSHAN."
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 A.M. and 9 P.M. Sundays, at 7.30 A.M. and 5 P.M.
EXCURSION TO MACAO
SUNDAY, 16th DECEMBER.

This Company's Steamship, "SUI AN,"
will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 589 Tons, and "NANNING," 589 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are fitted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.
HOTEL MANSIONS (FIRST FLOOR),
Opposite the City Hall.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination Steamers Sailing Dates
and Displacement.

MARSHILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID ... TANGO MARU, Capt. K. Kawano T. 13,500 WEDNESDAY, 18th December, at Daylight.

EUROPE & ... KAMO MARU, Capt. F. L. Sommer, T. 16,000 WEDNESDAY, 1st Jan., at daylight.

VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, & YAMAGUCHI ... AWA MARU, Capt. Shimidzu, T. 13,500 TUESDAY, 31st Dec., at noon.

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... KUMANO MARU, Capt. M. Winkler, T. 9,300 FRIDAY, 20th Dec., at Noon.

AMERICA & ... YAWATA MARU, Capt. T. Sekino, T. 7,000 WEDNESDAY, 16th Jan., at Noon.

SAKAI, KOBÉ & YOKOHAMA ... MISHIMA MARU, Capt. E. A. Moses, Tons 16,000 THURSDAY, 18th Dec., at daylight.

KOBÉ & YOKOHAMA ... KIRIN MARU, Capt. M. Deguchi, Tons 5,000 SATURDAY, 14th December.

CALCUTTA via S'PORE, PENANG and Rangoon ... TOTOMI MARU, Capt. T. Sekino, Tons 5,000 TUESDAY, 14th Jan., at Noon.

BOMBAY via SINGAPORE and Colombo ... CEYLON MARU, Capt. Tozawa, T. 12,000 WEDNESDAY, 19th Dec., at Noon.

SHANGHAI, KOBÉ & YOKOHAMA ... HAKATA MARU, Capt. H. Nomura, T. 12,500 MONDAY, 23rd December.

SHANGHAI, KOBÉ & YOKOHAMA ... RANGOON MARU, Capt. Kamoshita, T. 7,600 WEDNESDAY, 18th December.

MOJI & KOBÉ ...

† Cargo only.
† Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Atsuta Maru	16,000	26th February.
Hitachi Maru	18,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	18,500	21st May.
Inaba Maru	12,500	11th February.
Shidenaka Maru	12,500	26th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	26th March.
Sado Maru	12,500	14th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidenaka Maru	12,500	20th May.

(Subject to change without notice.)
T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To SAIL
SHANGHAI	"LINAN"	14th Dec. M'night.
HAIPHONG	"SUNGKIANG"	15th .. 10 A.M.
MANILA, CEBU & ILOILO	"TAMING"	17th .. 4 P.M.
SHANGHAI	"CHINHUA"	19th .. 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—Two "Tera" Steamers "Tera" and "Tambo,"
saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohnon, Linan, Ohinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

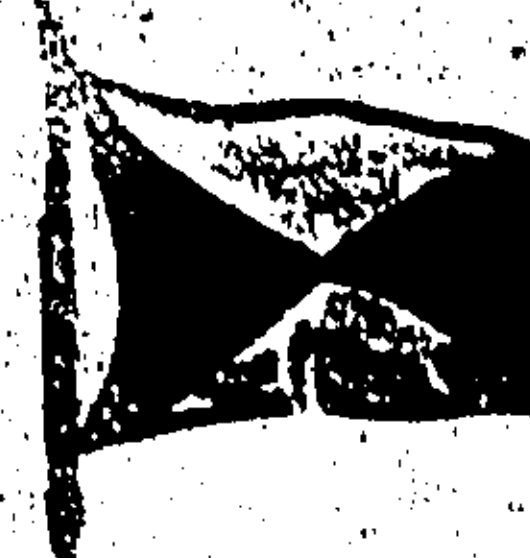
Sailing on alternate Wednesdays.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 86.
HONGKONG, 10th Dec. 1912.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 17th Dec., 4 P.M.
ZAFIRO	4000	F. E. Cross.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 27th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong 7th December, 1912. [14]

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between
JAVA, CHINA AND JAPAN.

Steamship From Expected on or about For Will leave on or about

Tijiwong ... JAPAN ... 1st half Dec. ... JAPAN ... 1st half Dec.

Tijpanas ... JAPAN ... 1st half Dec. ... JAPAN ... 1st half Dec.

Tijkin ... JAPAN ... 1st half Dec. ... JAPAN ... 1st half Dec.

Tijmanok ... JAPAN ... 2nd half Dec. ... JAPAN ... 2nd half Dec.

Tijlatap ... JAPAN ... 2nd half Dec. ... JAPAN ... 2nd half Dec.

Tijtaroom ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.

Tijmabli ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.

Tijbodas ... JAPAN ... 1st half Jan. ... JAPAN ... 1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo at all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamship Tons Captain Date of sailing

S.S. "Chiyo Maru" ... 11,000 ... W. W. Greene ... Dec. 21st, Noon.

S.S. "Nippon Maru" ... 21,000 ... A. G. Stevens ... Jan. 11th, Noon.

S.S. "Tanaka Maru" ... 21,000 ... E. Bent ... Jan. 17th, Noon.

S.S. "Shinyo Maru" ... 21,000 ... H. S. Smith ... Feb. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Scows. All steamers carry Japanese Government wireless telegraph and post office. The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 21st Dec., at Noon.

INTERMEDIATE SERVICE.
The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.
In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports. PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamship Tons Date of sailing

Kiyo Maru ... 17,500 ... Saturday, February 1, Noon 1913.

Bayo Maru ... 10,500 ... Thursday, April 3, Noon 1913.

For Further Particulars as to Passages and Freight, apply to
S. MORIMOTO, Agent.
(KING'S BUILDING Opposite Blake Pier) [1]

"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA MANCHURIA KOREA SIBERIA
27,000 tons, twin screws. 27,000 tons, twin screws. 18,000 tons, twin screws. 15,000 tons, win screws

From Hongkong calling at Shanghai, Nagasaki, Kobe (Via Inland Sea), Yokohama and Hon Shu (Via Pacific of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.
LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.

SWIMMING TANK Is installed on deck for salt water plunge. Bathing suits on board. BAND Filipino string band concerts each afternoon and evening and also during Tiffin and Dinner.

CUISINE The Cuisine is under the direct supervision of one of the world's most famous caterers. GAMES AND AMUSEMENTS Deck Games, such as Quoits, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical entertainments, dances and stage-plays on deck are also arranged to while away the time.

WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

BIGGE KEELS Are fitted to the hulls to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST Is not more by this route with the unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £20, including berth and meals en route. From San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £13 to London (return ticket £44) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: Manchuria ... 27,000 Tons Starting, Dec. 17th, at 1 p.m.
* Nile ... 11,000 " " Dec. 31st, at 1 p.m.
* Mongolia ... 27,000 " " Jan. 7th, at 1 p.m.
* Persia ... 8,000 " " Jan. 28th, at 1 p.m.
* Korea ... 1,800 " " Feb. 4th, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

LET US PLAN AN ITINERARY FOR YOU
King's Building (opp. Blake Pier). FRBD: J. HALTON. Telephone No. 141
Hongkong, 6th September, 1912. Agent.
Panama-Pacific International Exposition-San Francisco-1915.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—15, DES VUEX ROAD, HONGKONG
SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Our Office:—LUDGATE CHURCH, LONDON, E.C.

LOG BOOK.

Accident to a Rickmers Steamer.

The German steamer "Duke Rickmers," on her way from Europe to Chinnampo, Korea, with machinery consigned to Messrs Okura & Co., stranded off Seki Island near Chemulpo the 28th ult. The cargo has been put into lighters, and a message has been sent to Tsingtau asking that a German warship be sent to render assistance in refloating the vessel.

An Anglo-Chilian Navigation Co. A group of English capitalists have made an offer to the Chilian Government for the formation in association with it of an Anglo-Chilian navigation company, which it is proposed should at the beginning of next year employ six vessels in a steamship service to Europe, Australia, Japan, and other countries, the Chilian Government simply guaranteeing a million and a quarter sterling of the capital.

Operations on the Bedford. The salvage operations on the sunken British cruiser "Bedford" and the steamer "Nanyo-maru" have been going on off Quellpart Island, and during October last iron was recovered from the cruiser to the amount of 1,110 kwan; valued at £2,220. During the same period 92,800 pounds of iron, lead and other articles, valued at £1,597, were recovered from the "Nanyo-maru." The "Seoul Press" states that the sea where the wrecked cruiser lies being very rough, it has been decided by those engaged in the work to suspend operations until April next.

Greenock Harbour.

The Greenock Harbour Trustees have decided to begin their scheme of improvement by dredging the Albert Harbour to a uniform depth of 14ft. at low water. This work, they estimate, will cost about £1,500, but it will form only the beginning of the plans which they propose to carry out, as after the Albert Harbour has been deepened they will dredge the Victoria Harbour. When they have secured Parliamentary powers to obtain the necessary money they will widen the Garvel Graving Dock and deepen its sill, erect a crane of from 150 to 200 tons lifting capacity at the James Watt Dock and a number of coaling cranes at other parts of the harbour, and increase the berthing accommodation for coasting steamers. They propose to spend ultimately about £100,000 on the improvement of the port.

Accident to a Glen Steamer.

While leaving Hull for the far East on November 3, the Glen Line steamer Glenroy collided with the Dutch steamer Rijnsdroom and was so seriously damaged that she was compelled to put back. She was struck on the starboard side just before the bridge and cut down from the bulwarks to three feet below the waterline, five strakes of plating, two frames and three stringers being damaged. The No. 2 hold at once filled with water, but the vessel managed to get alongside the Riverside Quay where two salvage steamers succeeded in keeping the water under until she could enter the Alexandra Dock. All the cargo in the No. 2 hold is badly damaged and it will be necessary to discharge 3,000 tons in order to place the vessel in dry dock for repairs.

New Hai Ho Channel.

The Hai Ho Conservancy report for October states that the New Channel is improving steadily. The last soundings from the Outer Light Boat to the Deep Hole marks have shown all along this line a minimum depth of 4ft. 9in. The channel on the three lines is now good for at least 3ft. 3in. During the night of October 27, two of the raking tugs, carrying with them their mooring buoy, were driven ashore by the gale. Both tugs have been refloated. No time, however, has been lost in raking as the crews have taken turns on the two tugs left afloat. The erection of the leading lights is being effected notwithstanding the cold weather. The transport of materials for the construction of the outer beacon base is very difficult, but it was hoped that the work could be accomplished before the winter.

Full Board \$45.00 per month, Pancho tickets for 80 meals \$20.00, Strict cleanliness and only first class food.

ALEXANDRA CAFE CO.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. SAMBIA
" ARMENIA 17th Dec.
" ALTMARK 27th Dec.
" SILESIA 14th Jan.
" O.J.D. MILLERS 26th Jan.
" SUEVIA 10th Feb.
For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:
S.S. LIBERIA 16th Dec.
For Marseilles, Havre & Hamburg:
S.S. SEGOVIA 19th Dec.
For Havre & Hamburg:
S.S. ALESIA 24th Dec.
For Rotterdam, Bremen & Hamburg:
S.S. BRASILIA 9th Jan.
For Havre & Hamburg:
S.S. SAMBIA 11th Jan.Hamburg-Amerika Linie,
Hongkong Office. (12)BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKO-
HAMA & KOBE on the 13th December, at 4 p.m. to be followed on the 19th
December by the S.S. "UPADA" taking Cargo and Passengers at current rates.
For Freight or Passage, apply to—JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
Hongkong, 3rd December, 1912.

LOG BOOK.

The Cruiser Hai Chi.

Attention has again been at-
tracted to the cruiser Hai-Chi,
which is being rapidly completed
for sea at Barrow. The Chinese
name has been obliterated, and it
is rumored says the "L. and C.
Express," that one of the Balkan
States has acquired the vessel.

British Trawlers in Japan.

Owing to the eminently success-
ful results attending four British
steam trawlers sent out from
Grimby last year to Japanese
waters, agents from that country
are now seeking for more vessels
to develop the industry, which
shows promise of a great future.

Glasgow Dock Improvements.

A proposal is before the Clyde
Navigation Trustees for the im-
provement of Kingston Dock,
which is the oldest dock in the
harbour, so as to make it more
suitable for the accommodation
of coasting steamers than it is at
present. The "Times" says that
the Harbour and Docks Com-
mittee have recommended that
the South quay of the dock
should be widened so as to pro-
vide space for a new shed 80 ft.
in breadth with an open space of
12 ft. in front, and that the dock
should be dredged to a depth of
18 ft. at the low water. It is es-
timated that the cost of these im-
provements will be £55,000, and
that, if they are carried out, the
trustees will be able to rearrange
the berthing of the coasting
steamers, and to provide addition-
al accommodation for them. It
is also proposed that one of the
upper harbour ferries should be
abolished, and that the spaces at
present used as landing stages on
each side of the river should be
utilized as coasting berths.Professor Johnson and the
Panama Canal.The American President's pro-
clamation fixing the Panama dues
has been followed by the partial
publication of a report by Pro-
fessor Emory Johnson, the Gov-
ernment expert, upon whose data
the President based his proclama-
tion. While the general Ameri-
can policy towards the canal is,
of course, self-evident from the
schedule of tolls, one quotation
from Professor Johnson's report
may be given. The tolls should
be such as to enable first to divert
from the Straits of Magellan all
traffic to the Pacific coast of South
America; secondly, to prevent the
use of the Cape of Good Hope
route by commerce between the
Atlantic and Gulf coast of the
United States and Australia;
thirdly, to divert from the Suez
Canal trade between the eastern
sea-board of the United States and
the Orient east of Singapore.fourthly, to compete with the
Suez Canal for a portion of Eu-
rope's commerce with the Far
East.

P. and O. and Wireless.

In the House of Commons re-
cently an Hon. Member, on behalf
of Captain Craig, asked the Presi-
dent of the Board of Trade
whether he was aware that only
one Marconigram operator was
carried by certain P. and O. mail
steamers; and whether, in view
of the experience gained within
recent years, the Board would
issue regulations that every ocean-
going steamer fitted with the
Marconigram instrument should
carry at least two operators. Mr.
Buxton replied: I am informed
by the P. and O. Company that
only one Marconigram operator
is carried on their ships, and that
it is difficult to find sufficient
work for this operator, as there
are few opportunities for com-
munication east of Suez. The
Board of Trade have no power to
issue regulations as to the num-
ber of operators to be carried, but
as I have already stated to the
House, a Bill requiring certain
ships to be provided with wire-
less telegraph apparatus has been
prepared, and the question of
operators will be dealt with in it.The Olympic-Hawke Case
Appeal.The litigation arising out of
the collision between the White
Star liner Olympic and H.M.S.
Aawke, in the Solent, on Septem-
ber 20 of last year, was mentioned
in the Court of Appeal, on
November 15 when their Lord-
ships agreed that the appeal from
the decision of Sir Samuel Evans,
in the Admiralty Court, should
be taken next term, after
Christmas, on a date to be fixed.
It will be recalled that the Ad-
miralty Court decided that the
pilot of the Olympic was to blame
for coming dangerously near the
Hawke, and judgment was given
in favour of the Commander of
the Hawke in the action by the
Oceanic Steamship Company,
as owners of the Olympic,
against the Admiralty. In the
action against the owners of the
liner by the Admiralty, the
decision was in favour of de-
fendants, the Court accepting the
defence of compulsory pilotage,
the liner being at the time in
charge of a pilot. Sir Robert
Finlay, K.C., who made the ap-
plication on behalf of appellants,
the owners of the Olympic, said
he understood the Attorney-Gen-
eral has communicated with the
Court. Lord Justice Williams
said there had been no communi-
cation to the Court, but that
morning he received a letter from
the Attorney-General, asking that
the case should stand over and
that counsel on his behalf wouldmake such an application. The
application for the appeal to stand
over until next sittings in January,
with a date to be fixed by the
parties and sanctioned by the
Court, was granted.Well-known American
Financier's Death.The death is announced from
Philadelphia of Mr. Clement A.
Griscom, the well-known financier
and father of Mr. Lloyd Griscom,
the diplomatist, who was United
States Minister to Japan during
the Russo-Japanese War.

A Grateful Mikado.

It is announced that the
Emperor of Japan wishing to
reward those who served him
while he was Crown Prince, has
presented the following gifts: a
gold lacquered book-cabinet to
Prince Fushimi, and silver vases
bearing the Imperial crest to
Prince Oyama, Count Hijikata,
and Count Tanaka.Shibata Shimbel, of Kyoto, and
a number of other dealers who were
recently arrested and charged
with having knowingly sold as
genuine pictures imitations of the
works of famous Japanese paint-
ers, have been sentenced to penal
servitude for a term of five years
in the Kyoto Court.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To.	To be Dispatched.
London and Antwerp	Denbighshire	J. M. & Co.	28 December
London via Usual Ports of Call	Himalaya	P. & O. Co.	21 December
London and Antwerp via Singapore, &c.	Sicilia	P. & O. Co.	25 Dec., about
Havre and Hamburg, &c.	Alesia	H. A. L.	24 December
do do do	Sambria	H. A. L.	11 January
Havre, Bremen and Hamburg, &c.	Liberia	H. A. L.	15 December
Bremen and Hamburg, &c.	Brasilila	H. A. L.	5 January
do do do	Faorot Buelow	H. A. L.	23 January
Marseilles and Hamburg, &c.	Segovia	H. A. L.	18 December
Marseilles, London & Antwerp via Singapore, &c.	Tango Maru	N. Y. K.	18 December
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Danerio	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste via Singapore, Penang & Colombo, &c.	Africa	S. W. & Co.	19 December
Trieste, Fiume, Venice via Singapore, &c.	Persia	S. W. & Co.	31 Dec., about
Naples, Genoa, Algiers, Gibraltar, Southampton	Lustow	M. & Co.	25 December

New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D. & Co.	19 Dec., about
New York	Erroll	D. & Co.	14 Dec., about
New York via Suez Canal	Schuyllkill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Chiyo Maru	T. K. K.	21 December
do do do	Manchuria	P. M. Co.	17 December
do do do	Nile	P. M. Co.	31 December
Victoria, Vancouver, &c.	Ookley	Bank Line	17 December
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	26 December
Victoria, B.C., and Tacoma via Keelung, &c.	Panama Maru	O. S. K.	4 January
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver	Monteagle	O. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Empress of India	O. P. R. Co.	11 January

Australia.

Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Kamano Maru	N. Y. K.	20 December
do do do	Prinz Waldemar	M. & Co.	28 December

Singapore, Coast Ports, and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimahi	J. C. J. L.	Quick despatch
Singapore and Sourabaya	Fausang	J. M. & Co.	14 December
Singapore, Penang and Calcutta	Yatsang	N. Y. K.	18 December
Singapore, Penang, Rangoon and Calcutta	Kirin Maru	N. Y. K.	14 December
Bombay via Singapore and Colombo	Wakasa Maru	N. Y. K.	23 December
Sandakan	Mansang	J. M. & Co.	19 December
Japan	Tjiliwang	J. C. J. L.	Quick despatch
do	Tjimanok	J. C. J. L.	Quick despatch
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwaerts	S. W. & Co.	30 Dec., about
Kobe and Yokohama	Mishima Maru	N. Y. K.	19 December
do do do	Coblentz	N. Y. K.	7 Jan., about
Nagasaki, Kobe and Yokohama	Yawata Maru	N. Y. K.	18 December
Kwang-chow-wang and Haiphong	Si-Kiang	M. M. Co.	18 December
Swatow	Haitan	D. L. & Co.	15 December
Swatow, Amoy and Foochow	Huiching	D. L. & Co.	17 December
do do do	Haitan	D. L. & Co.	20 December
Tamui via Swatow and Amoy	Daigi Maru	O. S. K.	15 December
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 December
Manila	Loongsang	J. M. & Co.	14 December
do	Yuensang	J. M. & Co.	21 December
Manila, Cebu and Iloilo	Taming	B. & S.	17 December
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	17 December
do do do do	Zefiro	S. T. & Co.	27 December
Shanghai, Moji and Kobe	Rangoon Maru	N. Y. K.	18 December
Shanghai, Kobe and Moji	Katsang	J. M. & Co.	13 December
Shanghai, Kobe and Yokohama	Armenia	H. A. L.	17 December
do do do	Amazona	M. M. Co.	16 December
do do do	Hakata Maru	N. Y. K.	23 December
Shanghai, Moji, Kobe and Yokohama	Novara	P. & O. Co.	14 Dec., about
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do	Tjibodas	J. C. J. L.	Quick despatch
do	Tjikini	P. M. Co.	Quick despatch
do	Delta	P. & O. Co.	19 Dec., about
do	Koerber	S. W. & Co.	5 January
do	Linan	B. & S.	14 December
do	Kwongsang	J. M. & Co.	17 December
do	Lienshing	J. M. & Co.	17 December

To Sail

Hongkong-New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.
HONGKONG-NEW YORK
(With liberty to call at the Malabar
Coast)British S.S. "SWAZI"
on or about 29th January, 1913.
For freight and further information,
apply to—SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 2nd Dec. 1912. (537)

Regular Steamship Service

With liberty to call at the
Malabar Coast.S.S. "ERROLL" on or about
14th Dec.FOR BOSTON & NEW YORK.
S.S. "EGREMONT" on or about
19th Dec.For Freight and further information,
apply to—DODWELL & CO., LTD.
Agents.
Hongkong, 11th Dec. 1912. (746)

To Sail

R.M.S. "DUNOTTAR CASTLE."

The above steamer of 5,687 tons
register and classed 100 A.L. at Lloyd's
having superior first class passenger
accommodation, fitted with wireless
telegraphy, electric fans in all state
rooms and carrying first class passen-
gers only, is due at Hongkong on the
19th instant, and will leave for Yokohama
direct the following day. She
will return here on THURSDAY,
January 2nd and sail for Singapore,
Penang, Rangoon, Calcutta, Madras,
Colombo, Bombay, Suez (for Cairo),
Port Said, Messina and Marseilles on
MONDAY, January 6th 1913.A number of vacant first class berths
are available at moderate rates, and
special accommodation can also be book-
ed if required. For further particulars
please apply to—JARDINE, MATHESON &
CO., LTD.,
Agents.

Hongkong, 12th Nov. 1912. (784)

AMERICAN AND ORIENTAL
LINE.FOR NEW YORK VIA SUEZ
CANAL.
(With liberty to call at the Malabar
Coast)THE Steamship
"SCHUYLLKILL"
will be despatched from this port on
30th December.For Freight and further particulars,
apply to—THE BANK LINE, LIMITED
Agents.
Hongkong, 14th Dec. 1912. (497)MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Vancouver	Monteagle
Japan	Kutsang
Straits	Erroll
Sourabaya	Fausang
Batavia	Tjilwang
Japan	Tijpanas
Philippines	Loongsang
Macao	Sui Tai
Shanghai	Linan
Calcutta	Kirin-mar
Japan	Novara

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Manila	Rubi
Moji	Namsang
Sandakan	Mansang
Shanghai	Libeja

AMERICAN MAIL.

The P.M. str. Mongolia, with the
American mail, left San Francisco for
this port via Honolulu, the Japan ports
and Manila on the 30th November.The P.M. s.s. Manchuria, voy. 36,
will be despatched from this port at 1
p.m. on Tuesday December 17th, for
San Francisco, via Shanghai, Nagasaki,
Kobe, Yokohama and Honolulu.The P.M. str. Persia, arrived at San
Francisco on the 11th inst.The T. K. K. s.s. Chiyo Maru
left Nagasaki for Manila on the 7th
inst. and may be expected here on the
16th inst.The T. K. K. s.s. Nippon Maru
left San Francisco for Hongkong via
usual ports on the 7th inst. and is due
here on the 31st inst.The T. K. K. s.s. Tenyo Maru
leaves San Francisco for Hongkong via
usual ports on the 13th inst. and may
be expected here on the 9th January.

CANADIAN MAIL.

The O.P.R. s.s. Empress of Japan,
which left here on the 16th November,
arrived at Vancouver, B.C., on the 6th
inst., at midnight.A wireless message from the
O.P.R. str. Empress of India, sent
at 1 p.m. Wednesday, the 11th
inst., when the vessel was 800 miles
distant from Japan, advised all well,
and that the Commander expects to
reach Yokohama at 9 a.m., Saturday,
the 14th inst.

AUSTRALIAN MAIL.

The E. and A. str. St. Albans, from
Sydney, left Port Darwin on the 2nd
inst. for Timor, Manila and Hongkong.The N. Y. K. s.s. Yawata Maru
An Italian Line, left Sydney for this
port via ports of call on 27th Novem-
ber, and is expected here on the 16th
December.

MERCHANT STEAMERS.

The s.s. Shimoda sailed from New
York on the 24th inst., for Far East,
via the Straits.The H.A.L. s.s. Liberia, left Shang-
hai on the 11st inst. a.m., and may be
expected here on or about the 14th
inst. p.m.The Bank Line, Ltd., advise us that
a telegram has been received from
Yokohama stating that the Commander
of the s.s. Oriole had sent a wireless
message to Yokohama advising that the
Oriole was 875 miles from Japan,
where she expects to arrive on Friday
evening, and that the steamer ex-
perienced heavy weather.The str. Kansas, passed the Suez
Canal on the 8th December, and is due
here on or about 3rd January.The T. K. K. s.s. Kiyo Maru
arrived at Honolulu from Manzanillo
on the 18th inst. and is due at Hong-
kong on the 19th January.The T. K. K. s.s. Bujo Maru, arrives
at Iquique from Callao and Arica on
the 18th inst., and leaves again for
Valparaiso on the 15th inst.The O.S.K. s.s. Seattle Maru, which
sailed hence on the 31st October,
arrived at Tacoma on the 29th Novem-
ber.The str. Rubi, left Manila on the
11th inst., and is due here on or about
14th inst. at daylight.The I.C.S. N. Co.'s s.s. Kamsang,
from Singapore, is due at Hongkong
on the 18th inst., and leaves for Japan
on the 20th inst.The I.C.S. N. Co.'s s.s. Spisang,
from Java, is due at Hongkong on the
16th inst.The I.C.S. N. Co.'s s.s. Kwongsang,
from Shanghai, is due at Hongkong on
the 18th inst., and leaves for Shanghai
on the 17th inst.The I.C.S. N. Co.'s s.s. Namsang,
from Moji, is due at Hongkong on the
14th inst.The I.C.S. N. Co.'s s.s. Mansang,
from Sandakan, is due at Hongkong on
the 14th inst., and leaves for Sandakan
on the 19th inst.The Shire Line s.s. Pembroke, from
London, is due at Hongkong on the
16th inst. She left Singapore on the
8th inst.The India Line s.s. Indramayo, from
New York, is due at Hongkong on the
28th inst. She passed Canal on the
26th ult.The B.L.S.N. Co.'s s.s. Upada,
from Singapore, is due at Hongkong on
the 17th inst., and leaves for Japan on
the 20th inst.

VESSELS IN PORT.

STEAMERS.

Daigi Maru, Jap. s.s., 846, Y. Some-
kawa 11th Dec.—Tamsui,
Amoy and Swatow 8th Dec.
Gen.—O. S. K.Erroll, Br. s.s., 2,897, L. James, 11th
Dec.—Shanghai 18th Dec.
Gen.—D. & Co.Frithjof, Nor. s.s., 891, O. Anderson,
8th Dec.—Tientsin 1st Dec.
Coal—A. T. & Co.Haldia, Nor. s.s., 1,065, J. Jorgensen,
10th Dec.—Sourabaya
29th Dec., Sugar—T. & Co.Helene, Ger. s.s., 771, J. Jesen, 9th
Dec.—Hohow 6th Dec.
Gen.—J. & Co.Haitow, Br. s.s., 987, McCulloch, 10th
Dec.—Amoy 7th Dec.
Ballast—B. & S.Kjeld, Nor. s.s., 890, T. Hellero, 7th
Dec.—Haiphong 6th Dec.
Stone—A. T. & Co.Kobya, Br. s.s., 1,168, Ballast, 12th
Dec.—Manila 5th Dec., Gen.
R. Bass.Kourat, Rur. s.s., 6,251, Padakas, 11th
Dec.—Wladivostok
and Shanghai 8th Dec., Gen.—
Lakshmanoff.Larres, Br. s.s., 1,820, Wawa, 5th
Dec.—Saigon 22nd Nov.
Gen.—W. F. & S.Lord Carson, Br. s.s., 2,837, P. G.
Henrickson, 2nd Dec.—Moji
29th Nov., Flour, etc.—Or-
der.Loong Sang, Br. s.s., 1,095, L. L. L.,
10th Dec.—Manila 7th
Dec., Gen.—J. M. & Co.Lyemco, Ger. s.s., 1,264, O. S. S.,
12th Dec.—Saigon 6th Dec.
Gen.—H. A. L.Manchuria, Am. s.s., 8,250, A. Dixon,
7th Dec.—San Francisco 9th
Nov., Mail and Gen.—P. M.
S. S. Co.Monteagle, Br. s.s., 3,852, F. L.
Davison, 3rd Dec.—Van-
couver 24th Nov., Flour and
Gen.—O. P. R. Co.Sungkiang, Br. s.s., 2,045, E. Finlay,
11th Dec.—Haiphong
and Kohok 8th Dec., Gen.—
B. & S.Telemaque, Br. s.s., 1,840, S. S.,
8th Dec.—Saigon 24th Dec.
Gen.—W. F. & S.

Yachting, Br. s.s., 1,454, Addams

HOTEL LIST.

HONGKONG HOTELS.

Adair, Mr. and Mrs.	Kadoorie, Mr. and Mrs.
Alexander, Jr. D.	Mrs. and amah
Anderson, R. N. Jr.	Kousmiansky, A.
Arden, J. S.	Laferriere, Mr. and Mrs.
Ascoli, V.	Mrs.
Barbieri, A. T.	Law, Mr. and Mrs.
Bate, E. R.	Lloyd, G. T.
Beaumont, G. A.	Lowrie, S.
Bellicio, Mr. E. R.	MacGregor, N. C.
Bess, G. A.	MacKenzie, A.
Bernhard, J.	MacLennan, D.
Beynon, Capt. C. R.	G.
Blanch, Mr. and Mrs.	MacIntyre, Mr. & Mrs. N. F.
Ball, Mrs. C. E.	Macrae, Mrs.
Burt, W. H.	Marriott, Dr. O.
Bushman, O.	Matheson, Mrs. R.
Carrere, Mr. and Mrs. G. & family	T. & child
Cawley, Mr. and Mrs. R. M.	Melcher, J.
Christie, P. N.	McKenney Dr. C.
Chye, Mr. and Mrs. T. F.	W. & Mrs. M.
Claxton, A. J.	Mitchell, Mr. & Mrs. E. V.
Cokely, T. A.	Mulder, Mr. & Mrs. J. D. F.
Collins, Mrs. B. V.	Mulder, Mr. & Mrs. J. D. F.
Collins, Mrs. B. V.	Mulder, Mr. & Mrs. J. D. F.
Cowan, Mrs. W. F.	Matre, R. E.
Crocker, Miss	Northcombe, Capt.
Crozier, Mrs. L. H.	Mr. & Mrs. F. D.
Curry, G. P.	Pickard, Capt. Y. B.
Dallas, J. F.	Pietro, V.
Davis, C. H.	Pinkham, L. E.
Deane, A. F.	Ray, E. H.
D'Oettingen, V.	Reay, Miss F.
Douglas, Mrs. R. H.	Reich, Chas.
Draw, W. C.	Robertson, Capt.
Earle, J. O.	Schomo, W.
Ehrigfeld, Mr. and Mrs. H. O.	Schradach, E.
Fearnley, Mr. and Mrs. A. E.	Shaw, H. G.
Finlayson, Mrs. C.	Shielkin, S.
Fisher, E. G.	Sibley, J. C.
Fowler, R. A. S.	Solomon, H. H.
French, Mrs. & child	Sutherland, P. D.
Fuller, Dennis	Spathe, Mr. & Mrs. H.
George, Mr. & Mrs. F. J.	Spittles, Mr. and Mrs. James
Glass, A. O.	Square, Miss
Goodrich, O. L.	Swift, Mr. and Mrs. and maid
Gordon, A. G.	Tibbey, Mr. and Mrs. E. M.
Goulbourn, V.	Vermeij, G.
Gould, Mr. & Mrs. J.	Vollbrecht, E.
Gourgey, L.	Vollbrecht, Mrs. E.
Gratians, D. M. G.	Watkins, C. E.
Grisham, R. J.	Watkins, C. E.
Hai, Y. L.	Watkins, C. E.
Hall, Capt. T. P.	Webb, Mr. & Mrs. B.
Harbord, W. T.	Webb, Mr. & Mrs. B.
Harrison, A. E.	Weitz, H.
Herdman, A. E.	Welch, T. C.
Hobbs, W. N.	Whamond, D. M.
Hodgkinson, Mrs. U. S.	White, Mr. & Mrs. H. L. E.
Holgate, H.	White, D.
Hodgkinson, Mrs. A. G. W.	Winkler, Mr. and Mrs. F.
Hope, E.	Wood, G. G.
Hopkins, E.	Wright, Mr. and Mrs. J. F.
Innes, Capt. R.	Young, J. A.
Judah, Mrs. A. N.	Zellensky, A. L.
Komoro, S.	

ASTON HOUSE.

Auld, J. B.	Maher, A. V. C.
Baudet, R.	Hogland, Mr. & Mrs. W. A.
Byan, M.	Hodges, B. F.
Byrd, L.	Laubis
Brown, J.	Laubis
Byrne, J. D.	Laubis
Carroll, Mr. and Mrs. J. C.	McKinnon, C. W.
Chapman, John B.	McKinnon, Mr. and Mrs. H. V.
Chen, H. V.	Miller, H. H.
Chopard, F. A.	Morton, Mrs. S.
Cima, A.	Musao, F.
Clarkson, W. S.	Newman, J. C.
Cohen, A. J.	Norton, A. W.
David, A. J.	Nungesser, O.
Dorey, S. H.	Ortega, J.
Evans, Geo.	Pearson, J.
Feinstein, B.	Scott, J. A.
Goldenberg, A. B.	Wills, A. P.
Habo, W.	Williams, F. E.
Maher, Miss	Woodward

KING EDWARD HOTEL.

Aoki, T.	Lemire, Mr. and Mrs. and child
Arora, F.	Mrs. and child
Baldwin, Mr. and Mrs. M. A.	Mrs. and child
Begle, E. L.	Mrs. and child
Bidwell, Mr. and Mrs. G. A. F.	Mrs. and child
Bira, Mrs. and child	Mrs. and child
Rowley, Mr. J. W.	Mrs. and child
Cook, Miss K. M.	Mrs. and child
Crawford, Mr. and Mrs. F. M.	Mrs. and child
Donaldson, W. M.	Mrs. and child
Duncan, G. L.	Mrs. and child
Kwan, Mr. & Mrs. Pearson, Mrs. & child	Mrs. and child
Evans, J.	Phillips, Miss M.
Wing	
Finchett, Mrs.	Piesbergen, H.
Fraser, T.	Saunders, Miss F.
Grimble, Geo.	Sobank, Mr. and Mrs.
Hansen, Mr. and Mrs. J. B.	Sibbes, Dr. A.
Handerson, R. M.	Spurge, H.
Higgins, E.	Stewart, Capt.
Hyde, F. H.	Mrs. Allan B.
Kemp, Mr. & Mrs. A. N.	Taylor, H. H.
Kraft, Mr. and Mrs. D.	Walker, D.
Lavinson, Mr. & Mrs. O.	Winston, Mr. and Mrs. H. P. and child
Lee	

MARKET PRICES.

Hongkong, December 8, 1912.

BUTCHER MEAT.

Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 20
" Corned, — Ham Ngau Yuk	" 20
" Roast, — Shiu	" 20
" Breast, — Ngu Yuk	" 16
" Soup, — Tong Yuk	" 15
" Steak, — Ngau Yuk Pa	" 20
" do. — Sirloin Cotom — Ngau Lau	" 30
" Sausages, — Ngau Chong	" 24
Bullock's Brains, — Know	per set 9
" Tongue fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	" 80
" Head, — Ngau Tan	" 80
" Heart, — Ngau Sum	" 12
" Hump, Salt, — Ngau Kin	" 18
" Feet, — Ngau Kank	" 9
" Kidneys, — Ngau Yui	" 18
" Tail, — Ngau Mei	" 12
" Liver, — Ngau Kon	" 12
" Tripe (undressed), — Ngau To	" 6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Yeung Pei Kwat	lb. 22
" Leg, — Yeung Pei	" 22
" Shoulder, — Yeung Shau	" 20
Pigs Chitlings, — Chu Chong	" 22
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	" 25
" Head, — Chu Tau	" 15
" Heart, — Chu Sum	each 13
" Kidneys, — Chu Yiu	" 9
" Liver, — Chu Con	lb. 30
Pork, Chop, — Chu Pai Kwat	" 20
" Corned, — Ham Chu Yuk	" 24
" Leg, — Chu Pe	" 15
" Fat or Lard, — Chu Yau	set 50
Sheep Head and Feet, — Tau Kark	each 6
" Heart, — Yeung Sum	" 9
" Kidneys, — Yeung Yiu	lb. 24
" Liver, — Yeung Con	" 22
Sucking Pigs, To Order — Chu Cha	" 20
Suet, Beef — Sang Ngau Yau	" 22
" Mutton, — Sang Yeung Yau	" 22
" Veal, — Ngau Chai Yuk	" 20
" Sausages, — Ngau Chai Chong	" 20

POULTRY.

Chicken, — Kai Chai	lb. 28
Capons, Large, Small, — Sin Kai	" 28
Ducks, — Ap	each 24
Doves, — Pan Kau	each 18
Eggs, Hen, — Kai Tan	per doz 24
Fowls, Canton, — Kai	lb. 30
" Hainan, — Hoi Nam Kai	" 28
Geese, — Ngai	" 25
Geese, Wild, — Shing-ho Yea Ngai	pair 1
Mus Deer, — Wong Keng	each 65
Hare, Shanghai, — Tu Chai	" 60
Partridge, — Che Khoo	pair 1.50
Pheasant, — Shan Kai	each 30
Pigeons, Canton, — Pak Kup	" 24
" Hoi-ho, — Hoi Hong Pak Kup	" 15
Quail, — Um-Chun	dozen 15
Rice Birds, — Wo Fa Cheul	each 25
Snipe, — Sa Choy	lb. 55
Turkeys, Cock, — Phor Kai Kung	" 45
" Hen, — Na	" 45
Wild Ducks, — Shai — Shang hoi Sui Ap	" 40
Teal, — Sui Ap Chai	" 45
Wild Ducks Canton — Sang Shing Sui Ap	" 90

FISH.

Barbel, — Ka Yu	lb. 8
Bream, — Bin Yu	" 15
Canton Fresh Water Fish, — Hoi Sin Yu	" 15
Carp, — Li Yu	" 20
Catfish, — Chik Yu	" 18
Codfish, — Mun Yu	" 17
Crabs, — Hai	" 20
Cuttle Fish, — Mak Yu	" 15
Dab, — Sa Mang Yu	" 15
Dace, — Wong Mei Lun	" 8
Dog Fish, — Tit Tu Sa	" 8
Eels, Congor, — Hoi Mann	" 15
" Fresh water, — Tam Sin Yu	" 15
Eels, Yellow, — Wong Sin	" 24
Frogs, — Tien Kai	" 32
Garoupa, — Sek Pan	" 56
Gudgeon, — Pak Kap Yu	" 12
Herrings, — Tao Pak	" 18
Halibut, — Cheung Kwan Kup	" 28
Labrus, — Wong Fa Yu	" 15
Loach, — Wu Yu	" 28
Lobsters, — Lung Ha	" 25
Macarrel, — Chi Yu	" 24
Monk Fish, — Mong Yu	" 28
Mullet, — Chai Yu	" 25
Oysters, — Sang Hoo	" 20
Parrotfish, — Kai Kung Yu	" 15
Perch, — Tau Loo	" 15
Pike, — Fa Paw Poong	" 8
Plaice, — Pan Yu	" 18
Pomfret, Black, — Hak Chong	" 20
Pomfret, White, — Pak Chong	" 32
Pawns, — Ming Ha	" 48
Ray, — Pai Pa Ha	" 8
Rock Fish, — Sek Ka Kung	" 14
Shad, — Chai Yu	" 18

MEAT.

Shrimp, — Ma Yan Y	lb. 36
Shrimp, — Sa Yu	" 8
Skate, — Po Yu	" 9
Shrimps, — Ha	" 20
Snapper, — Lap Yu	" 24
Soles, — Tat Sa Yu	" 16
Tench, — Wan Yu	" 18
Turbot, — Cho How Yu	" 20
Turtles, small, fresh water, — Kork Yu	" 56
White Bait, — Ngau Yu Chai	" 1

FRUITS.

Almonds, — Hung Yau	lb. 25
Apples (California), — Kam San Ping Kho	" 20
" (Chafoo), — Tin Chun Ping Kho	" 1
" Small, — Hoi Tong	" 1
" Custard, — Fan Lai Chi	each 1
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 3
" (brides), Macao, — San Heung Chiu	" 4
Chestnuts, Chinese, — Foong Lut	" 12
Carambola, — Yeung Tuo	" 6
Cocoanuts, — Yeh Tse	each 12
Lemons, China, — Ning Moong	lb. 6
" America, — Kam San Ning Moon	" 8
Lichees Dried, — Lai Chi, small Stone	" 12
" Fresh	" 12
Limes, (Saigon), — Sai Kung Ning Moong	each 1
Mango, Manila, — Lai Sung Mong	" 1
Mangosteens, — San Chuk Tse	doz 5
Oranges, (Canton), — San-shing Tim Ching	lb. 5
" Sweet	" 6
Pears, (American), — Kam San Shoot Lay	" 15
" (Canton), Cooking, — Sa Lay	" 15
Peanuts, — Fa Sang	" 10
Persimmons Large, — Hung Chie	" 8
Pine-apples, 1st quality, — Poon Ti Paw Law	each 10
" 2nd, — Chung-tang Paw Law	" 8
Plantain, — Tai Chen	lb. 15
Plums, — Swatow, Hung Lai	" 12
Pumelo, Siam, — Ohim Lo Yau	each 12
" Shanghai, — Lo Kwat	" 14
Walnuts, — Hop Tuo	lb. 14
" Green, — Sang Hop Tuo	" 15
Water Melon, — (Am.) Kom San Sai Kwa	each 15
" (China) Sai Kwa	" 15
Grapes, — Sang Po Tai Tse	lb. 25

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Beans, (French), Macao, — Oh Moou Pin Tau	" 13
" (French) Shanghai, — Sheung Hai Pin	" 10
" Sprout, — Ah Cho	" 6
" Long, — Tau Ko	" 1
Beet Root, — Hung Chai Tau	each 5
Brinjals, Green, — Ching Yuan	" 8
" Red, — Hung Ker	" 6
Cabbage, Chinese, com, — Kai Choy	" 10
Cabbage, Red, — Hung Yea Choy	" 10
Cabbage, Shanghai, — Yeh Chai	" 10
Cane Shoots, bunch, — Kan Shun	lb. 10
Cauliflower, large size, — Tai Yeh Cho Fa	each 15
" Small size, — Cheung Yeh Cho Fa	" 12
" Medium size, — Sai Yen Chai Fa	" 10
Carrots, — Kam Shum	lb. 6
Celery, Chinese, — Tong Kan Chai	" 8
" English, — Yeung Kan Chai	" 5
Chillies Dried, — Gon Lat Chiu	" 25
" Red, — Hung Far Chiu	" 15
" Green, — Ching Lat Chiu	" 10
Curry Stuff, English, — Kar Lee Chu Liu	" 10
Cucumbers, — Ching Kwa	" 2
Bitter Squash, — Fu Kwa	" 6
Garlic, — Que Tan	" 8
Ginger, young, — Sun Tse Keung	" 5
" old, — Lo Keung	" 8
Horse Radish, Shanghai, — Lik Kan	" 12
Indian Corn, — Suk Mai	each 5
Lettuce, — Yeung Sang Chai	" 1
Water Chestnuts, — Ma Tai	lb. 5
" Mandarin, — Kwai Lum Ma Tai	" 6
Mushrooms, Fresh, — Sang Choo Koo	" 1
Mush Melon, Amer. — Kam-san Hong Kwa	each 15
Onions Bombay, — Yeung Chong Tau	" 8
" Green, — Sang Chong	" 6
" Shanghai, — Shang-hoi Chong Tau	" 6
Papaw, 1st qual., — Tai Man Sau Kua	each 10
" 2nd, — Chung	" 6
Paraley, — Kun Cho	" 8
Green Peas, — Ching Tan	lb. 1
Potatoes, Sweet, — Fan Shu	" 3
" Shanghai, — Shang-hoi Shu Tse	" 3
" Japan, — Yut Poon Shu Tse	" 3
" American, — Fa Ki Shu Tse	" 8
" Foochow, — Fook-chow Shu Tse	" 3
Pumpkin, — Tong Kwa	" 3
Radish, — Hung Lo Pak Tse	" 5
Rhubarb (Fresh), — Tai Wong	" 1
Sage, — Tse So	" 1
Shallots, — Gon Ching Tau	" 3
Spinach, — Yin Chai	" 5
Tomatoes, — Fan Ker	" 6
Taro, — Wu Tau	" 5
Turnip, Panti, (Long), — Lo Pak	" 4
" English, — Yeung Lo Pak	" 3
Vegetable Marrow, — Chit Kwa	" 3
" (American), — Kam-san Chit Kwa	" 3
Water Cress, — Sai Yeung Cho	" 15
" Lily root, — Lan Ngau	" 6
Yams, — Fa Shu	" 6

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

W. BOWEN ROWLANDS,
Secretary Sanitary Board.

TURCO-EGYPTIAN

TOBACCO STORE.

JUST ARRIVED DIRECT FROM KAMITCHATKA,
BEST RUSSIAN SMOKED FISH AND BEST
QUALITY RUSSIAN BLACK CAVIARE.

Consignee

NORDEUTSCHER LLOYD,
BREMER.IMPERIAL GERMAN MAIL
LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th of Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of Dec., at 9.30 a.m.

All claims must reach us before the 24th of December, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned.

NORDEUTSCHER LLOYD,
MELOERS & CO.,
General Agents.
Hongkong, 10th Dec. 1912.

COMMERCIAL.

Cable Companies and Wireless
Telegraphy.

Sir J. Wolfe Barry at the meeting of the Western Telegraph Company stated that the associated companies, the Eastern and the Eastern Extension, had either installed or were contemplating a wireless system in direct communication with the cable station. They recognized that wireless telegraphy might be a useful feeder to the cables.

Yokohama Specie Bank. As already mentioned in these columns, the Yokohama Specie Bank has established a branch at Harbin. A year ago the Mitsui Bussan Kaisha opened a branch at Harbin, and the Okura Company and the Manchurian Flour Company have also interests in this city—developments which are regarded as the beginning of closer business relations between the Japanese and Chinese. The "China Press" states that the Japanese residents of Harbin are now planning to erect an exhibition hall where Japanese manufactures can be displayed, and which will be something similar to the exhibition at Tieling, Manchuria.

Cheap Power Production in Japan. Some coke ovens similar to those employed at Gary, Ind., have been installed at Mike by the Mitsui Bussan Kaisha to deal with coal dust which hitherto has been wasted. The capacity of the plant is 300 tons of dust at one charge, and the time of coking is 28 to 29 hours. One ton of the dust is stated to produce 10,000 cu. ft. of gas, 65 to 70 per cent. of coke, 6 per cent. of coal tar, and 1 to 1.3 per cent. of sulphate of ammonia. Part of the gas produced is to be used in large German gas engines for the generation of electricity. These engines are to be capable of developing 7,000 h.p., and if satisfactory, the set is to be duplicated, when about 15,000 h.p. will be employed in generating power for use in the mines, machine shops, cranes, and other plant of the company. Current will also be supplied from this source for the lighting of the towns of Omata and Mike.

Malayan Tin Dredging. The report of Malayan Tin Dredging, Limited, states that the period to June 30 has been one of capital expenditure, preparatory to the stage of active mining operations. The directors, acting under advice of Messrs. F. W. Payne and Co., proceeded as soon as possible after allotment to call for tenders for

the construction and delivery of a dredger, and a contract was made for the supply of a bucket dredger capable of dredging 50 ft. below water. This dredger, which has a hull 150 ft. long and 34 ft. wide, is equipped with buckets, holding 10 cubic ft. capable of handling 80,000 cubic yards per month, and a gravel suction pump, designed to be worked with the same power as that used by the buckets capable of lifting from a depth of 80 ft. The power is supplied from a high class compound condensing engine and designed to work either the buckets or the suction gravel pump. The dredger was floated off on July 23 last, and the directors confidently anticipate that it will be completed and working before the end of this year. Considerable delay has occurred in the shipment of material from this side, owing to the effects of the strikes which prevailed in this country during the early part of the year. The last shipment of material to complete the dredger left on September 19 last; the construction on the property has, however, been well in advance of the shipments received, and it is, therefore, improbable that there will be much delay before actual working is commenced. The land, which has been thoroughly and systematically bored as to depth of deposit, and tested for value and character has shown ground which bears out the statements in the prospectus that the deposits are of an average depth of 46 ft.

The borings on the company's land, and the close boring of portions (1,200 bores having been put down at distances of from 11 to 44 yards apart) have revealed ground of good average and payable values, and may be taken to contain from surface to bedrock from 1 to 2 katis, or a value of 1s. 6d. to 3s. per cubic yard. (This is based on a selling price of £2200 per ton of metal. A kati equals 1.13 lb.) The expenses of treatment are anticipated not to exceed more than 4d. per yard. The ground, therefore, is of excellent value and has warranted the directors in adopting the policy of extending the acreage of the property. A further area of 300 acres has been acquired, and it is hoped that negotiations are about to be completed for obtaining a still further area of 300 acres, making the total area of the land held by the company over 1,000 acres. It is estimated that the dredger, working on the above capacity of 80,000 cubic yards per month, will work out from 8 to 10 acres per year. It is clear that there is ample scope on the present property for several dredgers working under one management. No limit is placed to the number of dredgers that can be operated on the score of water facilities, as the Kinta River, which bounds the property, supplies sufficient for any requirements. In conclusion, the board have noted with satisfaction the continued and steady rise in the metal market, of the price of tin, over the price of £156 per ton which was taken as the basis in the prospectus.

Fukien Soldiers for Mongolian Expedition.

The Chinese Government has ordered 1,500 soldiers from Fukien, but the whole of the Hunanese soldiers there requested to be allowed to go on the Mongolian expedition at an advance of 3 months' pay. The natives of Fukien are also very willing to be enlisted as soldiers for the Mongolian expedition.

Patriotic Coolies.

On account of Russo-Mongolian, affair says a native paper, the cargo coolies at Hankow numbering altogether over 2,000 have elected representatives who on the 28th inst. decided that every coolie shall contribute per day one great copper cash towards the war fund. The total sum thus collected is at the end of each month to be handed to the General Chamber of Commerce.

COMMERCIAL

Rubber and Mining Shares.
Messrs. Davies & Co., send us the following:—

November 30.

Company. Closing Quotations.

Dollar. Buyer. Sellers.

Alor Gajah ... 2.85 2.85

Ayer Kuning ... 0.87 0.75

Ayer Molek ... 2.80 2.05

Ayer Panas ... 7.20 7.50

Balgownie ... 7.20 7.70

Bukit (0.52) 0.80

Bukit Jelutong ... 0.30 0.50

Bukit Katil ... 0.77 0.85

Bukit K. B. ... 1.05 1.12

Bukit Timah ... 18.00 10.75

Changkat ... 0.50 0.75

Serdang ... 1.30 1.40

Glendale ... 0.15 0.20 p.m.

Haytor ... 7.90 8.50

Indragiri ... 6.80 7.00

Jimah ... 0.47 0.52

Kedah ... 2.30 2.60

Kelamak ... 1.50 1.35 Dis.

Kompas ... 3.35 3.45

Kuala awah ... 0.40 0.50

Lunas ... 2.20 2.50

Malaka Pinda ... 1.50 1.60 c.d.

Malakoff ... 2.45 2.55

Mandai Tokong ... 0.57 0.65

Mergui ... 2.35 2.50

Nellmay ... 0.35 0.45

New Serendah ... 2.50 2.60

Nyalas ... 0.35 0.42

Pajam ... 14.70 15.00 c.d.

Pantai ... 1.17 1.25

Punggur ... 0.72 0.80

Radella ... 12.50 14.00

Sandycroft ... 13.00 14.00 c.d.

Seabrook ... 0.35 0.42

Sungei Bagan ... 1.20 1.35

Tumbalak ... 0.67 0.75

Teluk Anson ... 13.00 13.25

Trafalgar ... 1.15 1.25

Trafalgar (Coconut crop) ... 0.70

Ulu Pandan ... 0.62 0.70

United Malacca ... 1.00 1.07

Stirling ... 2.00 3/-

Allagar ... 0.64 7/3

Anglo-Java ... 2/3 2/4

Batang ... 22.10 23.36

Bukit Kajang ... 2/4 3/13

Bukit Mertajam ... 2/4 3/13

Bukit Som ... 1/10 2/-

bawang ... 3/4 3/6

Chersonese ... 1/4 1/3

(F.M.S.) ... 3/4 3/6

Chimpul ... 1/4 1/3

Duff Develop-ment Co. ... 12/- 13/3

Hejoep ... 0.10 7/9

Heawood ... 4/- 4/6

Highland & Lowlands ... 23.12 23.16

Jasin ... 1/4 1/10

Kamuning (Perak) ... 4/- 4/7

Kepitigalla ... 18/9 21/-

Kota Tinggi ... 2/3 2/6

Kabu (F.M.S.) ... 8/9 9/10

Lumut ... 21.12 21.16

Malacca (7 1/2) Pref. ... 21.10 21.15

Malacca (Ordinary) ... 21.10 21.13

Merlimau ... 3/10 4/3

Nordanal ... 21.8 21.10

Padang Jawa ... 21/4 21/10

Pegoh ... 22.2 22.7

Rembia ... 21.2 21.7

Rubber Estates of Krian ... 3/- 3/6

Sapong ... 21.10 21.2

Singapore Para Rubber ... 2/11 3/4

Singapore United ... 2/3 2/3

Straits Bertram ... 4/3 4/10

United Temiang ... 1/3 1/3

Belat ... 2.45 2.65

Buang, Lt. ... 1.30 1.60

Kampar ... 2.25 2.50

Kinta Associa-tion, Ltd. ... 14.40 14.85

Kinta Tin Mines ... 34/- 37/8

Kledang ... 31/- 34/8

Lahat ... 14.00 15.00

Middleton ... 7.1,000 1,300

New French Tekka ... 1,000 1,300

New Tambun ... 10/6 11/9

Pengkalen ... 9/8 10/8

Pusing Bahru ... 9/- 11/4

Pusing Lama ... 8/9 4/8

Rahman-Hydraulic ... 9.50 11.00

Rahman Tin Co. ... 20.50 22.00

Rambutan ... 8.50 -

Raub ... 3.75 4.00

Redhills ... 1.25 2.00

Royal Johore ... 1.15 1.35

Selangor River ... 1.15 1.35

Sempam ... 1.15 1.35

Serendah ... 1.15 1.35

Hydraulic ... 1.15 1.35

Sungei Gau ... 1.15 1.35

Tekka, Ltd. ... 1.15 1.35

Ting Kil ... 1.15 1.35

Tongkah ... 1.15 1.35

Harbour ... 1.15 1.35

Tronoh ... 1.15 1.35

NOTICES

KOWLOON CANTON RAILWAY (BRITISH SECTION).

NOTICE.

The Public is hereby notified that owing to the Aviation Meeting at Sha Tin, the following alteration will take place in the local train service on Saturday and Sunday, December 14th and 15th.

On Saturday the train advertised to leave Kowloon at 1.25 p.m. for Shum Chun and the train leaving Shum Chun for Kowloon at 2.38 p.m. are hereby cancelled.

The train advertised to leave Kowloon for Shum Chun at 5.10 p.m. on Saturdays and Sundays will leave at 5.52 p.m. and return from Shum Chun at 6.52 p.m. arriving Kowloon at 7.39 p.m.

On both the above dates the Express train leaving Shum Chun at 5.05 p.m. will call at Faatung at 6.10 p.m. to pick up passengers.

Special train for the Aviation Meeting will leave Kowloon every half hour from 12 noon to 3.30 p.m.

Tickets may be obtained at the Booking Office Star Ferry Pier, Hongkong, Messrs. Montrose & Co., Thomas Cook & Co. and Fowl on Railway Station.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, 11th December 1912.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.00 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.00 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 6.00 p.m. " 15 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

H. N. D. HUMPHREYS & SON, General Managers.

Hongkong, 8th Nov. 1911.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c.

Loans received on Storage.

Advances made on Merchandise.

Loans made on the Provident System (Rates and Particulars on application)

THE OFFICE OF THE TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 19th March, 1908

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 18th August, 1901

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an area of 80,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th January 1912

Entertainment

THEATRE ROYAL.

Under the Distinguished Patronage of His Excellency Sir Henry May, K.C.M.G. and Commodore Anstruther, O.M.G.

THE BOATSWAIN'S MATE

A Comedy in One Act

by W. W. JACOBS

To be preceded by A Grand Variety Entertainment.

FRIDAY AND SATURDAY the 13th and 14th Dec.

Commencing at 9.15 p.m.

Prices \$3, 2, and \$1.

Soldiers and Sailors in Uniform half price to Gallery.

Proceeds to be devoted to Local Charities.

Booking at MOUTRIE & CO.

AVIATION MEETING

HONGKONG.

(AT SHATIN)

under the distinguished Patronage of H.E. the Governor, Sir Henry May, K.C.M.G., on

SATURDAY AND SUNDAY 14th and 15th Dec., at 4 p.m.

The famous Aviator

Mr. A. KOZMINSKY

will give an excellent exhibition of flying in his Blériot monoplane.

Tickets (including 1st class railway fare to and from Shatin and ferry to and from Kowloon) \$3.00. Tickets (including 3rd class railway fare to and from Shatin and ferry to and from Kowloon) \$1.00.

Tickets for sale at the Hongkong and Kowloon Ferry Stations, Mongkok and Hongkong Hotel.

Special trains will run every half hour from noon to 3.30.

A RED FLAG will be hoisted on the Ferry Stations at Kowloon and Hongkong if flying is to take place.

A YELLOW FLAG will be hoisted if for any reason the exhibition is deferred.

If through accident, while the Red Flag is hoisted, Mr. Kozminsky finds he is unable to fly, \$2 on first class tickets and 60 cents on second class tickets will be refunded.

To avoid the crush buy your tickets early.

BOXING BOXING!!

GREAT SPECIAL BOUTS.

VICTORIA SKATING RINK.

14th December, 1912.

20 ROUNDS.

G.N.R. YORE, Heavyweight Champion, North China.

10 Rounds v. SKY KER-BISON, H.M.S. Kent.

Middleweight Champion of the Orient.

8 ROUNDS.

IRON BUX, v. JOE DEAN, H.M.S. Kent.

Bantam Champion of the Orient.

8 ROUNDS.

FRANK WIL, v. Pte. WORTH, Liams, Manila, INGLON, v.o.v.l.

8 ROUNDS.

Pte. POTTER, v. KID MAR, v.o.v.l., Feather.

Weight Champion Feather Weight of the Orient.

8 ROUNDS.

JOE WATER, v. Pte. WILKES, MAN, Manila, v.o.v.l.

8 ROUNDS.

Ringside \$5.00, Stalls, \$3.00, Pit \$2.00.

Soldiers and Sailors half Price to the \$2.00 seats.

Booking at the

ROBINSON PIANO CO.

Late Train to the Peak.

HUGHIE MACINTOSH, Promoter.

Medium and Fruit Cakes 50 and 60 cents per lb. Wedding and Birth-day Cakes from \$1.00 per lb.

ALEXANDRA CAFE CO.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office: 60 Wall Street, New York.

London Office: 25, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Canton, Hankow, Hongkong, Kobe, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve: \$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent, or for shorter periods at rates which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

MAIL AND TELEGRAPHIC REMITTANCES made.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HODGKINSON, Manager.

9, Queen's Road, Hongkong.

Mingkong, 1st Nov., 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORISED CAPITAL Yen 48,000,000.
